

Application Number	Date of Appln	Committee Date	Ward
116810/FO/2017	6th Jul 2017	21 Sept. 2017	City Centre Ward

Proposal Construction of a six storey self-storage warehouse (Use Class B8).
Access, parking and public realm works.

Location Land At New Elm Road And Water Street, Manchester

Applicant Big Yellow Self-Storage Company Ltd, C/o Agent

Agent Ms Poppy Carmody-Morgan, Quod, Ingeni Building, 17 Broadwick
Street, London, W1F 0AX,

Description

The application site is 0.65 hectares in size and located at the corner of Water Street and New Elm Road in Castlefield. It is bounded by New Elm Road, Water Street and the Castlefield railway viaduct.

The site is in the Castlefield Conservation Area and the Water Street Strategic Regeneration Framework area. There are a number of listed structures in the immediate area including the Grade II listed railway viaduct, the two culvert arches over River Medlock (Grade II), the Giants Basin (Grade II) and the Bridgewater Canal Basin at Potato Wharf (Grade II).

The site is currently a construction compound for the Ordsall Chord railway project. It was previously occupied by two low rise industrial warehouse units, built in the 1970s. Before that, the site was a Hide and Skin Market for much of the nineteenth and early to mid-twentieth centuries.



Application Site Boundary

The Proposed Scheme

The application proposes the development of a six storey, self-storage warehouse (Use Class B8). The applicant considers that there is an opportunity to meet the growing demand for storage with a new facility in this part of Manchester.

The warehouse would have:

- a reception area and toilets, utility area, staff kitchen and office;
- an undercroft service yard with areas for loading and unloading;
- nine car parking spaces for Big Yellow customers and staff; and
- six covered cycle parking to encourage sustainable transport use.

The building has been designed with simple forms and clear straight lines. The upper floors would project over the ground floor, which would be clad in pre cast concrete and aluminium glazed curtain walling. The first to sixth floors of the Water Street and New Elm Road elevations would be clad in weathering (Cor-ten) steel panels. This is intended to reflect the historic, industrial uses of the area and complement the new Ordsall Chord, which is clad in a similar material.



The Proposed Building (junction of Water Street and New Elm Road)

A three storey, recessed glazed area would be provided on Water Street and New Elm Road. This would give the building a focal point and corner feature. Part of the New Elm Road elevation and the east and north elevations would be clad in grey, rain screen, fibre cement 'Equitone' panels.

Indicative signage proposals have been integrated into the building design. On Water Street, the Big Yellow logo would be fret cut into the Cor-ten cladding. There would be individual extruded 'Self-Storage' steel lettering on the ground floor painted black. On New Elm Road, there would be a Big Yellow logo made of preformed recessed black lettering embossed in a yellow coloured rendered wall.



Water Street Elevation and Indicative Signage

The proposals include an extensive area of new public realm on Water Street and New Elm Road. This comprises a 'green pedestrian corridor' along Water Street with areas of soft landscaping including pine trees, hedges and shrubs. The existing pavements would be significantly extended and paved in Yorkstone on Water Street with concrete setts on New Elm Road. Between the soft landscaping and the building line, there would be a strip of grasscrete planted with camomile.

The building layout would allow a future pedestrian link to the east of the site to be delivered. It would provide Network Rail with an access to its maintenance strip (parallel with the railway viaduct) and to its commercial units.

Benefits

The applicant has stated that the proposed storage facility would deliver the following benefits:

- Meeting the needs of the local economy by providing self-storage capacity for growing small and medium enterprises and the increasing residential population of Castlefield;
- Regeneration of a brownfield site in the city centre;
- Improving the built environment on Water Street and New Elm Road;
- provide a buffer between established and emerging residential dwellings and the railway viaduct; and
- employment opportunities for the community during the construction stage and when the building is open for business.

The storage facility would offer flexible accommodation in a wide range of unit sizes for business and domestic storage needs. There is the flexibility to alter the size of the units to suit individual demand.

The application is supported by the following documents:

- Design and Access Statement, prepared by Mountford Pigott and Planit;
- Flood Risk Assessment, prepared by Campbell Reith;
- Foul Sewerage and Utilities Assessment, prepared by Campbell Reith;
- Phase 1 Habitat Survey and Bat Survey, prepared by RPS;
- Land Quality Statement, prepared by Campbell Reith;
- Daylight and Sunlight Report, prepared by GIA;
- Transport Statement, prepared by Vectos;
- Noise & Vibration Assessment, prepared by Sharps Redmore;
- Air Quality Statement, prepared by RPS;
- Waste Strategy, prepared by Vectos;
- Television Reception Survey, prepared by SCS;
- Lighting Assessment, prepared by Silcock Dawson & Partners;
- Crime Impact Statement, prepared by DFS;
- Heritage Statement, prepared by Stephen Levrant Heritage Architecture;
- Energy Assessment and BREEAM Pre-assessment, prepared by Silcock Dawson & Partners;

- Topographical Survey, prepared by Greenhatch Group;
- Preliminary Ecological Appraisal, prepared by RPS; and
- Multi-Utility Infrastructure Feasibility Study.

Consultations

Publicity - The occupiers of adjacent premises were notified of the application, the development was advertised in the Manchester Evening News as a major development, as being within a conservation area and as affecting the setting of a listed building. Site notices were placed next to the site boundary. Four representations were received objecting to the scheme on the following grounds:

- Height of scheme will overshadow and reduce daylight;
- Signage out of keeping;
- Adds no value;
- Impact on traffic at rush hour or after events;
- Proposed use;
- Increased traffic;
- Space better suited to housing or local amenities;
- Need more mixed uses not a closed off facility; and
- Site should be used for other uses such as sports/leisure, independent village shops, public space (green or paved) and primary school.

Highway Services - No objection. A number of comments have been addressed in relation to trip generation, car and cycle parking, collision analysis, servicing and refuse collection, highway works, public realm, construction and temporary traffic management. Conditions on Construction Management are recommended.

Environmental Health - No objection. Recommends conditions covering construction management, hours of construction, hours of operation, noise (acoustic insulation), plant, refuse and preliminary risk assessment.

MCC Flood Risk Management - Recommended conditions regarding foul and surface water drainage, and Sustainable Urban Drainage Systems.

Historic England (North West) - We do not wish to offer any comments.

Environment Agency - No objection. Recommended conditions on ground remediation strategy, Verification Report and contamination.

Transport For Greater Manchester - Confirms that Metrolink has no comments.

Greater Manchester Ecology Unit - Recommends conditions covering timing of works to any trees or shrubs and bird boxes to be provided.

Network Rail – A holding objection has been withdrawn following the provision of additional information. The applicant has given a commitment to working closely with Network Rail to ensure that the proposed materials and boundary treatments are appropriate and the Basic Asset Protection Agreement (BAPA) is agreed.

City Centre Regeneration – the proposed use is consistent with the assumptions for that site made within the Water Street Strategic Regeneration Framework (SRF) and on that basis they have no objection to the use of the site for a self-storage unit, assuming that the proposals fit with the design and planning principles within the SRF.

Greater Manchester Archaeological Advisory Service (GMAAS) –. Some archaeological excavation has already taken place on the site, when Network Rail created piling mats for structural supports for the railway viaduct as part of the Ordsall Chord. The archaeological remains revealed related to the Hide and Skin Market erected in the early 20th century. GMAAS considers that this is of limited archaeological interest and that no further mitigation is required.

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement. A planning condition should be added to reflect the physical security specification listed within the document.

United Utilities – No objections. Recommends conditions on foul water and surface water.

Refuse and Sustainability -No comments have been received.

Strategic Development - No comments have been received.

Ward Councillors – No comments have been received.

Wildlife Trust - No comments have been received.

Travel Change - No comments have been received.

20th Century Society - No comments have been received.

Ancient Monuments Society - No comments have been received.

Georgian Group - No comments have been received.

Victorian Society - No comments have been received.

Society for the Protection of Ancient Buildings - No comments have been received.

Council for British Archaeology -No comments have been received.

ISSUES

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and the Government states that sustainable development

has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan.

Paragraph 12 states that:

“Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - emphasises the Government’s commitment to securing economic growth, which should be supported through the planning system. Local Planning Authorities should support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

The proposals would deliver a self-storage facility in a highly sustainable location with easy access by foot to a range of services and facilities with good access to all means of public transport.

Section 2 - Ensuring the Vitality of Town Centres – the proposal would redevelop a brownfield site in Castlefield and create more employment in the city centre.

Section 4 - Promoting Sustainable Transport - The site can be accessed by sustainable transport. It is near to Salford Central and Deansgate railway stations, Deansgate/Castlefield Metrolink station and bus stops on Water Street and Regent Road. The site is also easily accessible by walking and cycling. The scheme would therefore help to facilitate sustainable development and contribute to sustainability and health objectives and give people a real choice about how they travel.

Section 7 - Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be high quality in terms of design, appearance, materials and the accommodation created and would complement the high standard of design generally in the area. The development would be integrated into the natural and built environment and its scale and form is considered to be acceptable within its context.

Section 8 - Promoting healthy communities – The scheme would create activity at street level and new public space. This would help to integrate the site with its locality and increase levels of natural surveillance.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location and the building has been designed to be adaptable to climate change and incorporate energy efficient measures. The

proposed building aims to achieve a total carbon saving of nineteen tonnes of CO₂ or 91% reduction on the baseline building.

Section 11 - Conserving and enhancing the natural environment - documents submitted have considered the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology. These documents demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - This sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Any harm caused to a heritage asset has to be justified in terms of the social and economic benefits of the proposal.

Paragraph 128 - advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 advises that, in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets.

Paragraph 132 advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and, the more important the asset, the greater the weight should be.

Paragraph 134 advises that where proposals would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

A Heritage Statement submitted with the application identifies key views and assesses the impact of the proposed development upon these through a Visual Impact Assessment. It also evaluates the building in terms of its relationship to its site context. These impacts are discussed in more detail below.

The scheme has been designed to complement and respect the character and appearance of the nearby heritage assets and it is considered that the proposed works are in general accordance with the requirements of the NPPF. The impact on the settings of the listed buildings and the conservation areas is considered in detail later in this report.

Relevant Local Policies

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory development plan for the application site comprises the Manchester Core Strategy (2012) and Extant Unitary Development Plan ("UDP") Policies (adopted 1995, saved 2012).

Local Development Framework

Manchester Core Strategy (2012)

The Core Strategy Development Plan Document 2012 - 2027 ("the Core Strategy") is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. The Core strategy identifies Manchester City Centre as the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality living.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport - The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment - The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - This sets out the key special principles which would guide the strategy. Development in all parts of the City should:

“Make a positive contribution to neighbourhoods of choice including: creating well-designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of disability; and protect and enhance the built and natural environment”.

The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would complement Castlefield, be accessible by all forms of sustainable transport and therefore maximise the potential of the City’s transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; helping to create a well-designed place that would enhance and create character; and reusing previously developed land.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe) - The proposed development would assist tourism and demonstrate confidence in the economic future of Manchester and the region.

Policy CC5 Transport - The proposed development, due to its location would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land available within the challenging constraints of the site.

Policy CC7 Mixed Use Development – The proposal would diversify activity within the area and contribute to the provision of an appropriate mix of uses in the area.

Policy CC8 Change and Renewal – The development would contribute to the City Centre’s role in terms of employment and improve the accessibility and legibility of the Centre. The impact of the proposal on the City’s heritage and character is set out below.

Policy CC9 – Design and Heritage – The submitted Heritage Statement provides an assessment of significance of the site and provides an impact assessment of the effect of the proposals on the setting of adjoining heritage assets and the character of the Conservation Area as a whole. The proposed scheme would have a high standard of design and materials appropriate to its context and the character of the area.

Policy T2 Accessible Areas of Opportunity and Need – The proposed scheme would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal is a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would create a significant new building in Castlefield.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and the adjacent conservation areas. This is discussed in more detail later in the report.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - Being over 1,000 sq.m., the development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of this policy. The aim is to achieve a carbon saving of nineteen tonnes of CO2 or 91% reduction on the baseline building.

Policy EN16 Air Quality -The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 – Water Quality – An assessment of the site's ground and groundwater conditions has been conducted. This includes an assessment of the effects of the construction and operation of the proposal. The assessment shows it would be unlikely that the site would cause contamination to surface watercourses and it is considered that the impact of the development on water quality can be controlled through a condition.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application and, as under Policy EN17 above, it is considered that the impact of the development can be controlled through a condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy details the measures that would be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

Policy DM1 Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;

- Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered below.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC18.1 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the conservation area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site. It is considered that the development would not have an impact on any potentially significant remains on the site.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

City Centre Strategic Plan (2015-2018)

The City Centre Strategic Plan was endorsed by Manchester City Council in 2016. It provides an update on what has been achieved since the 2009-2012 Plan. It updates the vision for the city centre, direction of travel and key priorities and the partnerships in place to deliver those priorities.

Water Street

The Water Street area is described as a gateway to the south western edge of the city centre and part of the Castlefield Conservation Area. It presents a unique opportunity to develop a neighbourhood that will both complement adjacent neighbourhoods and offer a significant contribution to the continued economic growth of the city centre.

The Plan refers to:

- the Strategic Regeneration Framework (SRF) for Water Street area (see below);
- implementing the first phases of the SRF;
- creating effective linkages with the neighbouring Castlefield and St John's areas;
- managing the impact of the Ordsall Chord works; and
- ensuring appropriate traffic management systems are in place.

Water Street Strategic Regeneration Framework (SRF) (2017)

The SRF was originally published in December 2010. It was recognised that there was a need to refresh the SRF to reflect changes in Manchester's economic priorities and market conditions, as well as the site's strategic planning and regeneration context. The Framework was presented to Manchester City Council's Executive Committee in July 2016 and endorsed for public consultation. Following consultation, the SRF was presented at Executive in January 2017 and formally endorsed; becoming a material consideration for any application in the framework area.

The SRF sets out the vision to develop a sustainable mixed used neighbourhood that will encompass residential accommodation, office space and retail units, alongside developing an exceptional public realm that utilises the area's riverside location.

The SRF sets out a number of detailed development principles and an illustrative masterplan options provide guidance and a clear demonstration of how new development can be managed to realise these opportunities in a manner that maximises their contribution to Manchester's strategic objectives. A self-storage unit on the application site boundary is identified in the SRF's three masterplan options (including the preferred option).

Conservation Area Declarations

Castlefield Conservation Area Declaration

Designated in 1979, the conservation area boundary follows the city boundary along the River Irwell then New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street,

Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them.

This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

Legislative Requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Principle of the Proposed Use and the Scheme' Contribution to Regeneration

Regeneration is an important planning consideration. Over the past twenty years, the City Council has had a considerable amount of success in terms of regenerating the

City Centre. Castlefield, the commercial core, Manchester Central, Northern Quarter and are all good examples of this.

However, much remains to be done if the City Centre is to remain competitive. It is important to ensure that investment in Manchester continues. The city centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success.

The application site is in Castlefield, which is recognised as a key asset in adopted planning and economic development policy, including the Manchester City Strategic Plan, the City Centre Strategy, the Adopted Core Strategy and the Water Street SRF. The aims of these documents include the need to regenerate this area of the city centre.

The application site is designated in the endorsed Water Street SRF for a proposed self-storage facility. The principle of the proposed use in this location is considered to be compatible with residential uses. The proposal would help the City Council meet its minimum target of 35 hectares of distribution and warehouse development between 2010 and 2027, as set out in Policy EC1 of the Core Strategy. Developing this vacant brownfield site for self-storage is considered to represent a significant regeneration opportunity for Castlefield. It accords directly with the Council's identification of the Regional Centre and Manchester City Centre as "*key locations for major employment growth*".

The proposed self-storage facility would contribute to the on-going process of regenerating the Water Street area. It would complement the recent approvals for developments at Potato Wharf to the east, Trinity Islands to the west and the Ordsall Chord to the north. It would deliver a high quality self storage building on a key City Centre site and would create economic regeneration and new jobs.

In conclusion, it is considered that the proposal supports the strategic objectives of the Water Street SRF and would contribute to the regeneration of the area and the overall City Centre. The development would be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and the Core Strategy policies outlined above.

Public Benefits

The proposal would deliver a number of public benefits. The new building and improved public realm would help to create an attractive environment for all those who live in, work in, and visit, Water Street and Castlefield, ensuring Manchester stays competitive. It would be accessible to all users offering a safe and accessible environment, and would add to the diversity of vital functions and activities.

The proposals would provide a high quality development, demonstrating confidence in the local area and the city centre and create major economic benefits in terms of job creation and investment. It would also bring forward significant environmental improvements on Water Street.

Assessment of Context

The effect of the proposed scheme in terms of scale, height, urban grain, streetscape and built form, important views and effects on the skyline are important considerations.

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site.

The vacant nature of the site has a negative impact on the Castlefield Conservation Area. The scale and mass of the proposal would respond to the area's industrial past, while providing a high-quality modern building. Its height would provide an appropriate transition between the three storey residential dwellings to the north, the viaduct and the taller buildings and proposals to the south and west of the site. The proposals are consistent with the aims of Policy EN1 of the MCC Core Strategy (2012).

The development positively uses a brownfield site to complement the character, scale and massing of the enclosed heritage assets and contemporary developments in Castlefield. It would be consistent with Sections 2, 7 and 8 of the NPPF and Core Strategy Policies SP1, CC6, CC7, CC8, CC9, CC10, EN1, EN3 and DM1.

Historic Environment

Section 66 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Section 72 of the Listed Buildings Act 1990 requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it.

Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

The Heritage Assessment, submitted with the application, summarises the legislative and policy heritage context and gives a proportionate description of the historic development and past use of the site. It covers the significance and impact of the proposals on the setting of listed buildings and the Castlefield Conservation Area.

The site has no positive heritage characteristics and does not contribute positively to the Conservation Area in its current condition. The significance of the site rests in its immediate proximity to the Grade II listed railway viaduct which is of high significance.

It is considered that the proposal would positively respond to the historic character of the Castlefield Conservation Area and, in particular, its industrial heritage. It would

deliver an innovative and contemporary design which reflects the changing local context.

The proposal is of a high architectural standard and would enhance the Castlefield Conservation Area. The proposal would regenerate a vacant brownfield site and provide a good quality contemporary design which would respond to the areas industrial heritage and that of the adjacent Grade II listed railway viaduct.

The Heritage Statement concludes that the proposal would enhance the significance of the conservation area and the cumulative impact on the Castlefield Conservation Area would be minimal. It would, at most, cause “less than substantial harm” to the character and appearance of the conservation area and a beneficial impact on the setting or fabric of the adjacent listed buildings.

The proposed scheme would, on balance, have a beneficial impact on the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Policy EN3 of the Core Strategy. It would not lead to ‘substantial’ harm or any meaningful level of ‘less than substantial’ harm to the setting of the conservation areas, or any other heritage assets. The proposals would form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

For the reasons set out above, it is considered that the proposed scheme has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality

The Design and Access Statement provides details of the proposal and its context, the approach to architecture, and the quality of the new building.

The design reflects the buildings function as a warehouse, while the weathering steel would material would complement Castlefield’s industrial history and the newly extended Castlefield viaduct. The high quality external facing materials, particularly on Water Street are acceptable and would ensure that the proposal makes a significant contribution to the conservation area.

There are a variety of architectural styles in the Water Street area and the proposed design and materials would enhance the character of the location and the surroundings. The contemporary design and materials are acceptable and a condition would ensure that the materials are of the highest quality.

Branded signage would be integrated into the building design and details of the proposed size, materials and colour would be dealt with by condition.

Subject to high quality materials, finishes, the new building would enhance this part of the conservation area.

Sustainable Design and Construction

The proposal has been designed to be adaptable to climate change and would incorporate energy efficiency measures such as good fabric insulation including improved air tightness, and low energy light fittings with photocell controls.

The total carbon saving through the combination of energy efficient design and renewable energy against the target emissions set out in Building Regulations Part L (2010) would be nineteen tonnes of CO₂ or 91% reduction on the baseline building. This significantly exceeds the of 15% emissions reduction requirement of Core Strategy Policy EN 6.

The Applicant would provide approximately 295 m² photovoltaic panels on the sixth storey roof. The panels would contribute a further 77% reduction in carbon emissions from the energy efficient model set out in the Energy Assessment.

A BREEAM pre-assessment has been carried out. The proposed scheme has achieved a building rating of Very Good.

Crime and Disorder

A Crime Impact Statement prepared by Greater Manchester Police explains how the proposal may contribute to or mitigate against crime and anti-social behaviour. Minor changes were recommended that have been incorporated into the design. A condition is recommended requiring that the proposal should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement.

Contribution to Public Spaces and Facilities

The landscaping and materials would reflect and be consistent with the character of the Castlefield area. It would deliver a green pedestrian route along Water Street and would improve pedestrian circulation around and through the site and surrounding area.

The proposal would transform a vacant brownfield site and incorporate areas of soft landscaping including pine trees, hedges and shrubs. These proposals “enhance the quality of green infrastructure” in line with the objectives of the Core Strategy Policy EN 9. It would be in accordance with the public realm principles for the Water Street SRF.

Credibility of the Design

The design has been developed in consultation with a contractor from the outset and proposes a scheme that is agreed, viable and deliverable. It is understood that funding is secured and that there is a real commitment to deliver the development within the next eighteen months.

Relationship to Transport Infrastructure

A Transport Statement has concluded that the proposed access and egress point on New Elm Street is acceptable and would have no impact on the operation of New Elm Street. The Transport Statement forecasts trip generation and the impact the increased traffic volume would have the wider existing road network. It concludes that there would be no impact and network would remain within the operational capacity.

Environmental Issues

Sunlight / Daylight / Solar Dazzle

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has measured the amount of daylight and sunlight that would be available to windows in a number of neighbouring buildings. The assessment makes reference to the *BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011)*.

This assessment is not mandatory, but is generally accepted as the industry standard. It is used by local planning authorities as a guide to assist in terms of considering these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

Using modelling, the sunlight and daylight report compared existing and future levels of light following the development of the proposed scheme. Using two separate assessment methodologies the report measured the proposed levels against standards set by the Building Research Establishment (BRE). The assessment concludes that the modelling shows a full compliance with BRE targets and that the proposals are acceptable from a daylight and sunlight perspective.

Air Quality

An Air Quality Assessment has concluded that the proposal would not, in air quality terms, conflict with national or local policies, or with measures set out in the MCC's Air Quality Action Plan. The air quality effects of traffic generated by the proposed development are not considered to be significant.

Noise

An environmental noise survey has considered the impact of noise from the proposal on occupiers of nearby noise sensitive premises. It concludes that noise from the proposal would not have a significant adverse impact and that predicted levels would be below existing measured ambient levels.

Waste

A Waste and Servicing Strategy has been prepared. It sets out how waste would be stored, collected and how recycling would be maximised. Big Yellow does not provide refuse facilities for its customers. The waste collection would be overseen by Big Yellow, who would appoint a licensed waste carrier to remove the waste. The management company would have responsibility to ensure the internal and external areas are kept clean, and to move the bins to the designated collection points.

Using BS5906:2005 forecasts, office weekly waste is forecast at 50 litres x (4 employees) = 200 litres per week. Mixed Recycling would be 1 x 1100 litre bin collected once a week. The final detail and approval would be subject to condition.

Ecology and Biodiversity

An Ecological Appraisal found the site to be of low ecological value. The only real interest found was trees and scrub that may be used by nesting birds. GMEU has advised that the following condition be attached to any permission, if granted:

“No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.”

The report also recommends that a series of bird boxes should be incorporated into the final scheme.

Contaminated Land and Impact on Water Resources

A Land Quality Statement has identified low to moderate risks and the absence of significant contamination to date. Additional ground investigation would be required which should comprise soils sampling, groundwater sampling, and ground gas monitoring. A watching brief should be undertaken during site works for any unforeseen sources of contamination. Site works should be controlled via a remediation specification which would be covered by condition.

Flood Risk

The Flood Risk Assessment confirms that the site is at low risk of fluvial and surface water flooding as well as flooding from other sources including groundwater, sewer and artificial water. The proposed development is appropriately located, in line with the requirements of the Core Strategy Policy EN 14, on a Site “*with little or no risk of flooding*”. The proposed self-storage warehousing end use has a less vulnerable classification in accordance with the NPPF and is considered appropriate in Flood Zone 1.

Archaeology

The archaeological remains revealed (before the site became a construction compound for the Ordsall Chord project) related to the Hide and Skin Market erected in the early 20th century. GMAAS considers that this is of limited archaeological interest and that no further mitigation is required.

Consultee and Objectors' comments

It is considered that the majority of the consultee comments have been addressed in the main body of this report.

Conclusion

The proposal would provide a high quality self-storage facility. It would create new employment opportunities, support the strategic objectives of Castlefield and contribute to Manchester city centre's on-going regeneration and economic growth.

The proposed use is acceptable and an appropriate response to national and local planning policy. It is an accessible location for public transport and would fulfil an important role and redevelop a key site in Castlefield. The proposal is well designed with high quality materials and the site is considered to be an appropriate site for a six storey building.

The cumulative impact on the Castlefield Conservation Area would be minimal. It would, at most, cause "less than substantial harm" to the character and appearance of the conservation area and a beneficial impact on the setting or fabric of the adjacent listed buildings.

The proposal would have a beneficial impact on the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Policy EN3 of the Core Strategy. It would not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The contemporary design and high quality public realm would respond and add value to the conservation area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and Water Street Strategic Regeneration Framework. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed scheme. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- 1285-X01 Site plan as Existing
- 1285-LP01 Rev C Location Plan
- 1285-P01 Rev C Proposed Block Plan, Boundary Conditions and Levels
- 1285-P02 Rev C Proposed Site Plan
- 1285-P03 Rev C Proposed Ground Floor Plan
- 1285-P04 Rev C Proposed First Floor Plan
- 1285-P05 Rev C Proposed Second Floor Plan
- 1285-P06 Rev B Proposed Third Floor Plan
- 1285-P07 Rev B Proposed Fourth Floor Plan
- 1285-P08 Rev C Proposed Fifth Floor Plan
- 1285-P09 Rev C Proposed Roof Plan
- 1285-P10 Rev B Proposed Section AA
- 1285-P11 Rev B Proposed Section BB
- 1285-P12 Rev B Proposed Section CC
- 1285-P13 Rev C Proposed North West Elevation

1285-P14 Rev C Proposed South West Elevation
1285-P15 Rev C Proposed North East Elevation
1285-P16 Rev C Proposed South East Elevation
PL1706-001-03 Rev 3 Indicative Landscape Masterplan
PL1706-002-04 Landscaping Plan
PL1706-003-04 Landscaping Plan
PL1706-004-04 Landscaping Plan
PL1706-005-04 Landscaping Plan
PL1706-006-03 Landscaping Plan
PL1706-007-00 Landscaping Plan
Area Schedule 1285-AS

Design and Access Statement, prepared by Mountford Pigott and Planit;
Flood Risk Assessment, prepared by Campbell Reith;
Foul Sewerage and Utilities Assessment, prepared by Campbell Reith;
Phase 1 Habitat Survey and Bat Survey, prepared by RPS;
Land Quality Statement, prepared by Campbell Reith;
Daylight and Sunlight Report, prepared by GIA;
Transport Statement, prepared by Vectos;
Noise & Vibration Assessment, prepared by Sharps Redmore;
Air Quality Statement, prepared by RPS;
Waste Strategy, prepared by Vectos;
Television Reception Survey, prepared by SCS;
Lighting Assessment, prepared by Silcock Dawson & Partners;
Crime Impact Statement, prepared by DFS;
Heritage Statement, prepared by Stephen Levrant Heritage Architecture;
Energy Assessment and BREEAM Pre-assessment, prepared by Silcock Dawson & Partners;
Topographical Survey, prepared by Greenhatch Group;
Preliminary Ecological Appraisal, prepared by RPS; and
Multi-Utility Infrastructure Feasibility Study.

Reason: To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

3) Prior to the commencement of the development, a programme for the issue of samples and specifications of all materials to be used on all external elevations shall be submitted to and approved in writing by the City Council as local planning authority.

Samples and specification of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Before the development is occupied, full details of proposed signage for the development shall be submitted to and approved in writing by the City Council as local planning authority. The proposed signage shall be constructed in accordance with the approved details.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Manchester Core Strategy.

5) Before the development is occupied, a building lighting scheme demonstrating how the development would be lit during the period between dusk and dawn shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy DM1 of the Manchester Core Strategy.

6) The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement. Within three months of the development hereby approved being occupied, written confirmation of a Secured by Design accreditation must be submitted to the local planning authority.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

7) Before the development is occupied, any scheme for externally mounted telecommunications equipment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interest of visual amenity pursuant to policy DM1 of the Manchester Core Strategy.

8) Before the development is occupied, a servicing management strategy, including a schedule of loading and unloading locations and times, must be submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved plan.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Manchester Core Strategy.

9) Before development commences, a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with

the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place for the duration of the construction phase of the development.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Manchester Core Strategy.

10) Development shall not commence until the approved Construction Management Plan (CMP) has been updated to include the additional details and has been submitted to and approved in writing by the City Council as Local Planning Authority.

The detailed CMP shall include details of the following:

- Phasing and quantification /classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept path assessment) of satisfactory routeing both within the site and on the adjacent highway;
- Contractor parking and ongoing construction works in the locality;
- Consultation strategy and ongoing engagement with neighbours, surrounding properties and other interested parties.
- The details of an emergency telephone contact number displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to works commencing on site; and
- A Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents would be consulted on matters such out of hours works.

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

11) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Manchester Core Strategy.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday and Bank Holiday the permitted the times shall be confined to 10:00 to 18:00

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

13) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimize the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Manchester Core Strategy.

14) Before the first occupation of the self-storage facility, a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented and shall remain in-situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

15) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Manchester Core Strategy.

16) Prior to the commencement of the development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. No surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Manchester Core Strategy.

17) No development shall take place until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided:

- Runoff volume in the 1 in 100 year, 6 hours rainfall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never exceed the runoff volume from the development site prior to redevelopment for that event at all three locations of the outfalls.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Construction details of flow control and SuDS elements.
- Proposal of surface water management during construction period.

18) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Timetable for its implementation; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Manchester Core Strategy.

19) Notwithstanding the details shown on drawing PL1706.GA.001 Rev 3 stamped as received by the City Council, as Local Planning Authority, on 30 June 2017, prior to the first use of the development hereby approved, a scheme of highway works and details of footpath reinstatement/public realm in relation to Water Street and New Elm Road shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

20) Notwithstanding the details shown on drawing PL1706.GA.001 Rev 3 stamped as received by the City Council, as Local Planning Authority, on 30 June 2017; prior to the first use of the building, details of the proposed tree planting and landscaping provision on Water Street and New Elm Road shall be submitted for approval in writing by the City Council, as local planning authority. The approved details shall then be implemented prior to the first occupation/use and thereafter retained and maintained in-situ for as long as the development remains in use.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1. Section 278 Works - proposed external works would require a Section 278 highway agreement to be entered into with the Highway Authority. The funding and installation/construction costs would come entirely from the applicant/developer.
2. Construction Works - construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
 - a. Monday - Friday: 7.30am - 6pm
 - b. Saturday: 8.30am - 2pm
 - c. Sunday / Bank holidays: No work
 - d. If the development is to involve noisy construction works for a prolonged period the applicant is requested to contact Environmental Health to discuss the nature of the construction phase. The reasoning behind this is to establish a site contact and discuss appropriate working times etc.
 - e. Contact: Manchester City Council, Environmental Health, Hammerstone Road, Gorton, Manchester, M18 8EQ Tel: 0161 234 5004, email: contact@manchester.gov.uk
3. Ecology - No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds would be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

- a. The report also recommends that a series of bird boxes should be incorporated into the final scheme. We would therefore advise that the provision of these boxes be required by condition, should permission be granted.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 116810/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

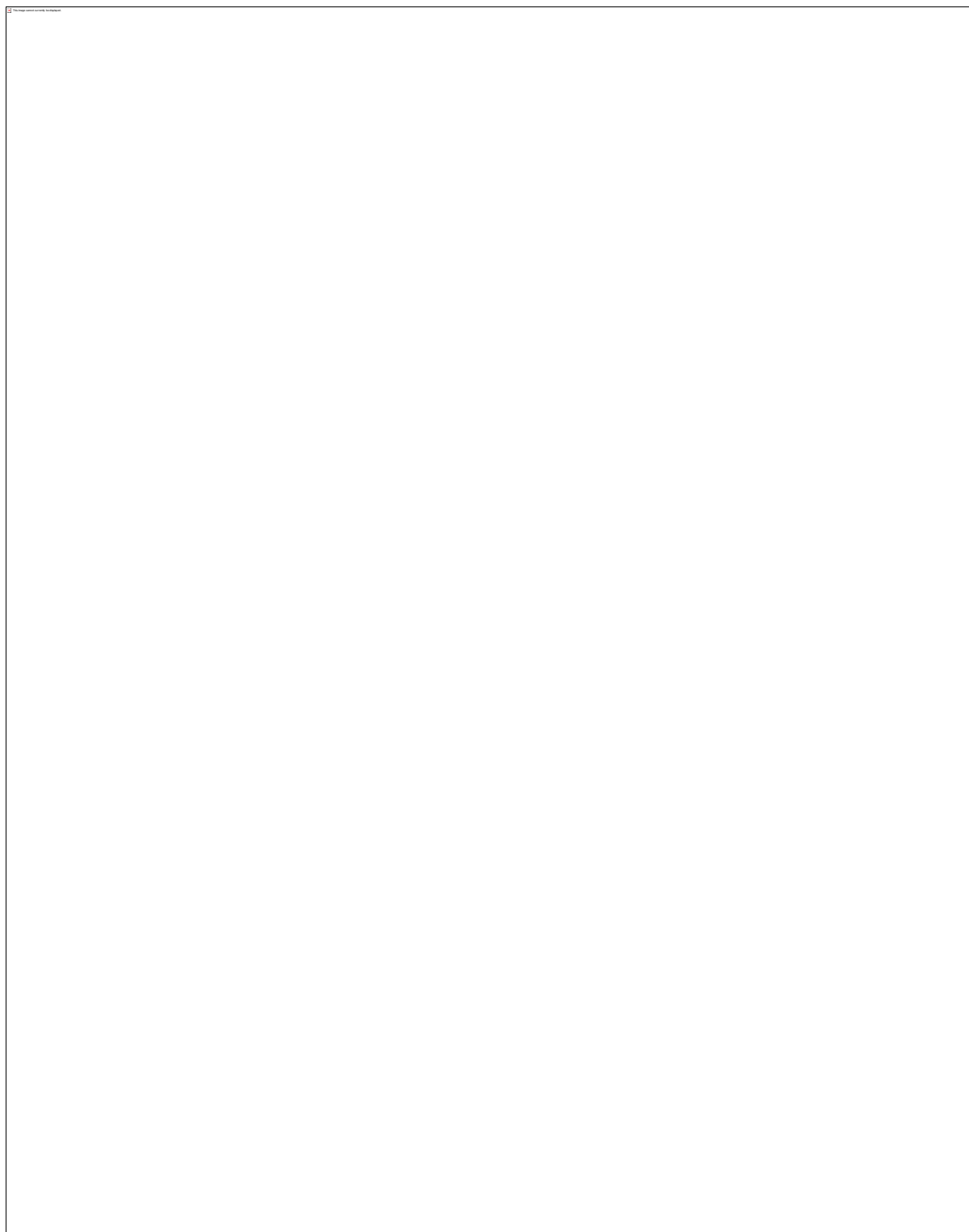
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Castlefield Forum
Network Rail

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Network Rail
108 Albert Mill, 50 Ellesmere St, Manchester, M15 4JY
119 Liverpool Road, Manchester, M3 4JN
Flat 713, 37 Potato Wharf, Manchester, M3 4BD
Flat 713, 37 Potato Wharf, Manchester, M3 4BD

Relevant Contact Officer : Laurie Mentiplay
Telephone number : 0161 234 4536
Email : l.mentiplay@manchester.gov.uk



 Application site boundary  Neighbour notification
© Crown copyright and database rights 2017. Ordnance Survey 100019568