

Application Number	Date of Appln	Committee Date	Ward
113473/FO/2016	17 Nov 2016	16 Nov 2017	Hulme Ward

Proposal Demolition and redevelopment of the site to create a mixed use development comprising 419 apartments within five new residential buildings rising from 5 to 16 storeys in height together with 2,997 sq. m of commercial / leisure floorspace (A1, A2, A3, A4, B1, D2) at the lower floor levels. The development also includes associated car and cycle parking, hard and soft landscaping and ancillary works

Location Thorncross Close , Off Ellesmere Street, Manchester, M15 4LU

Applicant Mr Gary Jackson , De Trafford Estates Group, Barrington House, Heyes Lane, Alderley Edge, SK9 7LA

Agent Mr Tom Flanagan, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

Description

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 19 October 2017 to enable a site visit to take place so that Members could understand the relationship of the site to the wider area and the traffic issues within the area.

The site is rhombus shaped and measures 0.71 hectares. It contains a number of low rise office/industrial units built in the 1970s. It is bounded by Trentham Street; Ellesmere Street; a residential scheme known as Castlefield Locks (made up of Lake House, Mere House, Tarn House and Brook House), the embankment to the elevated railway line and a small area of the Bridgewater Canal. There is a small landscaped area containing some trees fronting onto Ellesmere Street. Access is currently from Thorncross Close, which is a stopped-up road off Ellesmere Street. The site is 100 metres to the west of the Castlefield Conservation Area and there are three Grade II listed buildings within the vicinity: Albert Mill to the north east; the railway bridge over the canal to the north; and the former Turville public house at 252 Chester Road to the south east.

The wider area includes residential, warehousing, light industrial units, an auto-repair centre and commercial uses. The wider area has experienced a significant amount of residential development over the past 15 years including new buildings and the conversion of others.

The proposal is for 419 apartments within five apartment blocks ranging in height from: seven to eight storeys for Blocks B and C, which address the Trentham Street and Ellesmere Street frontages; nine to ten storeys for Block D, which would be adjacent to Mere House, Brook House and Lake House; and 12-16 storeys for Block A, which would be adjacent to the railway line and Bridgewater canal. Block E would be five storeys and located within the development. Apart from Block E, the buildings would be positioned on the perimeter of the site around a central courtyard area.

Block D, would be adjacent to the Castlefield Locks scheme and the central part of the building would be set back from the boundary. A large communal courtyard would be provided in the middle of the site with a community hub provided in Block E and a play area. Communal roof terraces would be provided to part of Block A and to Block E.

Vehicular access would be from Trentham Street with the main pedestrian entrance from Ellesmere Street. One hundred and thirty eight (138) car parking spaces and 437 cycle spaces (equating to 104 per cent per apartment and 60 per cent per bedroom) would be provided in the lower ground floor, as well as five cycle stands for visitors to the commercial activity. Bin stores and mechanical and electrical plant are provided at lower ground and upper ground floor levels. Bin provision would include: 42no. 1100L bins for general refuse; 21no. 1100L bins for pulpable recycling; 21no. 1100L bins for mixed recycling; and 9no. 240L bins for food waste. There would be space in each kitchen to store refuse and recycled waste and residents would then transfer the waste to the communal refuse and recycling store on the ground floor and lower ground floor areas. The management company would be responsible for moving bins to and from a collection point at the rear of the building, with containers being moved less than 10m to the collection vehicle.

The upper ground floor and first floor levels of blocks B and C would include commercial space to create an active frontage along Ellesmere Street and Trentham Street. A commercial unit is proposed on the northern edge of Block A, adjacent to an outdoor play area with access down to the canal tow path. The rest of Block A would contain bin and cycle stores, plant rooms and apartments, which would look out onto the central courtyard. All the upper floors, including the upper ground floor, of Block D would be apartments. At the second floor level upwards, residential accommodation would be provided across all five blocks and would consist of the following mix of dwellings: 140 one bed apartments; 249 two bed apartments; and 30 three bed duplex apartments.

The elevations would consist of a grid frame, faced in brickwork, including some textured brick, with vertically proportioned aluminium windows 'punched in' to the frame, some with metal railing balustrades. The upper floors would have duplex apartments, which would be set back to form private terraces. The duplex apartments would be clad in metal rainscreen cladding with pitched roofs. The facing brick to Blocks B, C, D and E would be vary from a common red brick along Ellesmere Street and part of Trentham Street, to a grey brick further down Trentham Street. Block A would follow the curved line of the boundary to the north of the site and the external walls of this building would be faceted in plan and faced predominantly with metal rainscreen cladding in a light colour.

Consultations

Publicity

The proposal has been advertised in the local press, site notices displayed and occupiers of neighbouring properties notified.

Councillors Igbon and Nigel Murphy requested a committee site visit at the previous committee meeting. They state that this is one of a number of applications that have either been granted or are in the planning process and they have grave concerns regarding over-development in this area and the effect this has on the local infrastructure.

Nine neighbour representations have been received. The comments can be summarised as follows:

Development looks stunning - and will be exceptional for the local area, but there are the concerns set out below.

Loss of Daylight and Sunlight – The development would tower over the Castlefield Locks apartments to the north east of the site, where some apartments have windows and balconies close to the boundary of the site, resulting in a loss of daylight and sunlight, particularly when the cumulative impact of the recently consented scheme under construction to the east on Ellesmere Street is taken into account (planning approval 110776). One resident is concerned that their balcony will lose sunlight for the majority of the day.

Loss of Privacy – due to the proximity of the proposed development's windows to existing windows and balconies in Castlefield Locks apartments.

Construction noise and disturbance.

Inadequate parking – There are already problems of parking in the area and with at least another three large developments under construction, further apartments will only exacerbate the situation. The City Council should revisit where double yellow lines are to allow adequate access and visibility at apartment car park entrances/exits; introduce resident parking schemes; and enforce the above and the one-way regulation on Ellesmere Street.

Increase in traffic congestion.

Lack of local amenities to service all the new residents.

Impact on sales/rental value of existing properties.

Highway Services_- Recommends fast charging electric vehicle points and provision of a travel plan and car club memberships. Off-site highway works will be required. Servicing hours should be outside peak hours.

Environmental Health - Recommends conditions relating to a Construction Management Plan, fumes/odours, commercial opening hours, servicing hours, acoustics (commercial, residential and plant), lighting, waste management, air quality and contaminated land.

Neighbourhood Team Leader (Arboriculture) - There would be a loss of amenity with the removal of all eleven trees from the site, three of which could be worth of a Tree Preservation Order (TPO) but that would mean substantial redesign of the proposed

development. Consideration could therefore be given to mitigation planting of suitable 'highway' trees in pavements adjacent to the site.

MCC Flood Risk Management - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

Housing Strategy Division - This is not a location where Strategic Housing would be looking for affordable housing, so any affordable housing contribution, subject to a financial viability assessment, should be in the form of commuted sums.

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement.

United Utilities Water PLC - No objection subject to conditions regarding drainage.

Canal & River Trust - No comments.

Environment Agency - Recommends conditions regarding piling and contaminated land.

Transport for Greater Manchester - Recommends a financial contribution should be paid to TfGM to allow them to review traffic signals following completion of the development; a construction management plan; changes to TROs and the upgrade of the bus stops and pelican crossings on Chester Road. An access route to the Trentham Street arches should be maintained at all times for tenants of the arches.

Greater Manchester Ecology Unit - Recommends conditions be attached to deal with Japanese knotweed and to increase biodiversity through a soft landscape scheme. Informatives should be attached relating to the protection of bats and nesting birds.

Network Rail - Has specified a number of requirements for the developer to ensure the safe operation of the railway.

Manchester Conservation Areas and Historic Buildings Panel – “The scheme has much to commend it but certain issues are not yet fully resolved as demonstrated by the evident disparity between the basement and ground floor along Trentham Street. In this regard a back of footway development should be achieved which would require the reconsideration of one of the blocks fronting Trentham Street.

While the proposed pedestrian route through the site from the canal-side towards the Metrolink station is highly welcomed, the Panel believed it would be better located to run alongside the railway viaduct. Avoiding the route cutting through the development would enable it to remain open at all times rather than having to be closed each night or possibly permanently closed if on-site security issues arise. The footpath location suggested by the Panel would also provide some physical separation between the development and the operational railway viaduct to assist to achieve compatible uses within the development and an opportunity for the re-use of the viaduct arches.

A public pedestrian route could also be provided alongside Brook House to contribute to the design and functional rationale for siting of the proposed built form away from the side of Brook House. Access into the proposed development should be at one point and then to individual secure doorways serving groups of apartments in order to assist with security.

Resolving these layout issues should simplify the proposal in terms of routes, access and the form of the development.

The Panel considered the general scale, massing and design to be appropriate other than for a small number of specific concerns: There is no design justification to warrant the increase in height of one of the rear blocks (such as the demarcation of an entrance) and should be avoided. The attempt to create a particular roofscape was not unwelcomed, but there needs to some design cohesion to bring the two architectural languages together and a reconsideration of how access to the rooftop apartments would function in practice. The elevation recesses that serve no function (such as serving entrances) should be avoided as they represent a potential security issue by offering a place for people to conceal themselves and are likely in practice to require ad-hoc fencing in the future.”

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and 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, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of further regeneration. This would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, delivering appropriate housing and meeting the

demands of a growing economy and population. It would be within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as trains and buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would bring 419 homes to a sustainable location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 (Requiring Good Design) - The design has been carefully considered and would provide a high quality building which would help to raise the standard of design in the area.

Section 8 (Promoting healthy communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 10 (Meeting the challenge of climate change, flooding and coastal change) – The application site is in a highly sustainable location and would seek to achieve a 'Very Good' BREEAM rating.

An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site does not fall within an area at risk of flooding.

Section 11 Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Relevant Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It 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. 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:

S01. 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.

S02. Economy – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 419 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible reducing the need to travel by private car and making 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.

S06. 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; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and would be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the City Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and contribute to the creation of a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC5 – Transport – The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would contribute to creating an active frontage and increasing footfall along the street. The commercial units would also service other residential units within the area.

Policy CC9 Design and Heritage – The proposal would have a high standard of design appropriate to the City Centre context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of one, two and 3 bed apartments, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would be highly accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor and its development would have a positive impact on the surrounding area. The development would meet the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal 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 involves a good quality design, and the development would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 – Heritage The site has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the nearby Castlefield Conservation Area. It is considered that the quality and design of the proposal would enhance the character and appearance of the nearby conservation area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development The proposed development would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 -Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 – Green Infrastructure – The development includes tree planting and incorporates rooftop gardens.

Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 - 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 EN 17- Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes 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.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC10 Food and Drink Uses – The principle of the proposed food and drink uses is acceptable in the City Centre and the impact on amenity, servicing and access is considered to be acceptable. This is discussed in more detail below.

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental 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 and concludes that excavations should be carried out to find

out more about the housing that previously occupied the site, should it be shown to be different to other housing already excavated on sites to the south west of 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 and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The existing trees on the site, which would be lost as a result of the development, contribute to existing tree canopy coverage within the City Centre. However, their retention would prevent the optimum development of the site to back of pavement, which is characteristic of City Centre development and would achieve a more successful development on the site. It is therefore considered that the loss of trees would be acceptable in order to meet the City's growth objectives. The loss of trees would be compensated by new tree planting. The proposal would have a positive impact on the blue infrastructure of the city, providing access to and improving the environment adjacent to the canal and providing high quality accommodation adjacent to the canal.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Cornbrook Hub Strategic Regeneration Framework

This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station, and the need to positively boost confidence in the broader area. The proposed mixed-use development on the application site would complement these regeneration aspirations.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, 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 June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that 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 approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. 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 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 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.

S17 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.

Environmental Impact Assessment - The number of apartments proposed exceeds the threshold set out in Schedule 2b (iii) of the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. This planning application was therefore the subject of a Screening Opinion for an Environmental Assessment in relation to Schedules 2 (iii), 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that, as such, the scheme is not likely to have significant effects. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposal would redevelop a site close to a key gateway route and help to transform a key entry point to the City. The development would improve the perception and image of the area and the City and

could act as a catalyst for further regeneration. The proposal would complement the existing residential community in the area and help to enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposal would contribute to this need within a part of the City Centre that has been identified as being suitable for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The quality, product mix and the size of apartments has been designed to appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a previously developed brownfield site with a high quality development and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- "Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use"; and
- "Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable."

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, the provision of green infrastructure

including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation/adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The applicant has provided a viability appraisal for the site and the proposed development, which has been assessed and demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. A high quality residential development in this key regeneration area with units of various sizes, would assist in diversifying the housing market in the City Centre and would deliver substantial regeneration benefits by developing an under used site which detracts from the vitality and viability of the area. Whilst this is not a site where the provision of on-site affordable housing is considered to be appropriate, it should be considered whether a financial contribution should be made for off-site provision, as well as for environmental and infrastructure improvement works within the area. The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Urban Design and Visual Impact

The design incorporates contemporary materials which would reflect the red brick of the older buildings in the area and the local vernacular of the City and a lighter coloured rainscreen cladding for the roof top elements and the taller Block A. The lighter coloured material on the tallest block would reflect the lighter colours of the taller buildings on St George's Island to the north east of the site. The buildings would have a tripartite composition, with vertically proportioned and recessed window openings. Many of the elevations would have areas of textured brickwork, metal balconies and roof terraces, which, along with the deeply recessed windows, give a highly modelled appearance and add interest to the elevations. Active frontages would be created along Trentham Street and Ellesmere Street and would improve the public environment around the site. The proposal would significantly improve visual amenity around Ellesmere Street and the surrounding Cornbrook/Chester Road area. It would add positively to the traditional and modern design that has emerged in the wider area and provide a major development adjacent to the Cornbrook Hub site.

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. In order to assess this, the proposals have been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by Historic England (Historic England Advice Note 4 'Tall Buildings' December 2015).

Architectural Quality

The key factors to consider here are scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The development has been designed to integrate with its context and the wider City Centre and reinforce a city centre gateway. The massing would not adversely affect the settings of the Castlefield Conservation Area and the nearby listed buildings.

The buildings would have a tri-partite subdivision with deep, vertically-proportioned window reveals and would be constructed of contemporary materials. This would respond well to older buildings within the area, such as Albert Mill and Britannia Mills. The materials would be in keeping with those within Castlefield Conservation Area where the materials are industrial and rugged in character. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The site is not within a conservation area but is close to Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site can be defined by transport infrastructure including the canal and river network overlaid by substantial railway viaducts. The proposal site is in the vicinity of Albert Mill (grade II listed) and adjacent to the former Turville public house at 252 Chester Road (Grade II) and the railway bridge over the canal (Grade II).

The area has changed over the past 25 years with traditional industries relocating and leaving post-industrial inactivity within the area. Vacant sites have been redeveloped such as Castlefield Locks, Timber Wharf, the Boxworks and Moho, and redundant Mills such as Albert Mill and Britannia Mills have been refurbished. Apartments are being constructed on the opposite side of Ellesmere Street and several sites on Chester Road are under construction. However, there is potential and need for further change in the area. The application site forms part of an area of low level industrial units with a landscaped area on Ellesmere Street, which gives no sense of enclosure. The area is fragmented and there is a sense of dereliction, with Trentham Street in particular having a run-down appearance.

The applicant has provided a visual impact assessment of the development, based on four short range and four long range views.

The proposal would create a strong street frontage to Ellesmere Street and Trentham Street, significantly improving the environment and helping to establish an appropriate and acceptable urban grain. It would add activity and vitality and help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. The buildings would relate to building heights in the general area, with the taller buildings relating to the taller buildings on St George's Island and the development under construction on the opposite side of Ellesmere Street. It is considered that the site is capable of accommodating a building of the height proposed without having an adverse impact on the area. There is a mixture of building types within Castlefield Conservation Area and this proposal would create a strong street frontage and have a variety of building materials that would reflect the rugged and industrial character of the conservation area.

The impact of the proposal on the nearby listed buildings has been assessed. The development steps down in scale near to the former Turville public house and continues the back of pavement built form along Ellesmere Street, strengthening the street environment in this location. The palette of materials would integrate tonally with the listed building. It is considered therefore that the proposal would have a neutral impact on the setting of the form Turville public house.

Albert Mill is separated from the site by the Castlefield Locks development. These buildings create a street wall at the back of pavement, which is lacking on the application site. The proposal would continue this street wall, introducing a six storey block to the Ellesmere Street frontage. The proportions and arrangement of the window openings would continue the rhythm of the historic mill frontage and the palette of materials is in keeping with the listed building. Overall, it is considered therefore that the proposal would have a positive impact on the setting of Albert Mill.

The Grade II listed railway bridge is primarily viewed from the canal towpath. Whilst the taller elements of the scheme are located within the vicinity of the bridge, the buildings would not sit directly adjacent to the bridge. The layout would open up the approach to the canal and the bridge from within the site, allowing the setting to be appreciated. The height of the proposed building at this point would be 16 storeys, which corresponds to the heights of the buildings further up the canal at St Georges and is considered to be appropriate. Overall, it is considered that the proposal would have a neutral impact on the setting of the railway bridge.

The site does not contain any heritage assets and its present form detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. It therefore presents an opportunity to enhance the architectural and urban qualities of the area.

The city centre skyline expresses the density of the City from the radial approaches and this proposal would add a positive element to the Manchester skyline. Numerous tall buildings contribute to the Manchester's skyline and they are an essential part of a modern city. The proposal would help to link the Cornbrook Hub area with St George's area and with the remainder of the City Centre, and this development would help to create a dynamic and varied skyline.

It is considered that the proposal would enhance the character and appearance of the Castlefield Conservation Area and would have a neutral or positive impact on the settings of nearby listed buildings. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, and would meet the requirements set out in paragraphs 132 and 134 of the NPPF.

There are possible archaeological remains across the site from a former brewery and it is recommended that a programme of further investigation is carried out in advance of any construction works.

Relationship to Transport Infrastructure

There are a number of public transport options within the vicinity of the site. Chester Road is a major bus route with bus stops very close to the site. It is within walking distance of Cornbrook tram stop and Deansgate Railway Station with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

It is considered that any outstanding issues raised by Highway Services can be dealt with via a condition. A condition should also be attached to any consent that would require the parking spaces to be used by residents of the development only, rather than being rented out to commuters. A Travel Plan has set a package of practical measures aimed at reducing the transportation and traffic impact of the development, which would encourage the use of public transport modes.

Sustainable Design and Construction

A BREEAM Pre Assessment Analysis and an Energy and Sustainability Assessment, provide a detailed assessment of the physical, social, economic and other

environmental effects of the proposal and considers it in relation to sustainability objectives. The building design would achieve a site wide reduction in carbon dioxide of 6.3 per cent over Part L 2014 Building Regulations (which equates to at least 15 per cent carbon reduction over Part L 2010 Compliancy of the Building Regulations as required by Policy EN6 of the Core Strategy). The development would achieve a minimum of a 'Very Good' BREEAM rating. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction, and conditions such as requiring samples of materials should be attached to ensure this is achieved.

The applicant and design team have local knowledge and experience and are familiar with the issues associated with developing high quality buildings. They have worked closely to ensure the design meets the budgetary requirements to ensure the scheme is commercially viable. It is considered that the development quality has been maximised whilst ensuring that viability has not been compromised.

The design team has recognised the high profile nature of the site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered. The applicants have provided a viability assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

It is important that the development interacts positively with and contributes to its surroundings at street level. The existing buildings and site layout contribute little to public spaces and facilities, apart from the group of trees on the Ellesmere Street frontage. Whilst these would be removed, the proposal would deliver a significant enhancement to the townscape of Ellesmere Street, Trentham Street and Chester Road through the delivery of high quality buildings. Blocks B and C would include commercial / leisure / retail floorspace at the ground floor level which would provide a positive street frontage and services and facilities for a growing local population. The commercial / leisure / retail floorspace in Block A would be located at each end of the block, animating the public facing elevations. Access to this space within Block A would be gained via a building colonnade which would also provide the publicly accessible route through the site. This public route runs from Trentham Street to the canal footpath and would be supplemented by public seating, new tree planting and a children's play area increasing the amenity value of the new public realm.

A secure central courtyard would provide a landscaped environment for residents. The courtyard would be accessible via the new public realm with secure controlled access arrangements proposed. A new communal hub is proposed within Block E

which would sit within this courtyard. The transition and interaction between the new buildings would provide the opportunity for new residents to engage socially with one another as well as visitors to the area and existing residents in the locality. It is considered therefore that the proposal would contribute to public spaces and facilities.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

a) Sunlight, Daylight and Overshadowing

The main building to consider in terms of sunlight, daylight and overshadowing is the Castlefield Locks development immediately to the east which has been built in close proximity to the site boundary and contains habitable room windows which overlook the proposal. Block D would be set back from the site boundary to provide separation distances which are considered to be acceptable. The layout would utilise external core areas to provide relief in the scale and massing of this elevation. Habitable room windows facing the Castlefield Locks development would be restricted to bedrooms and there would be no private balconies on this elevation to minimise activity and overlooking.

A sunlight, daylight and overshadowing report considers the impact on Castlefield Locks to the north east, Castlefield House offices to the south and the Insitu architectural salvage offices to the south. The report measured the impact using two different methods outlined in the BRE guidance, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, 2011 – the 25° rule and the Vertical Sky Component (VSC). Two hundred and one windows were considered with 43 of those achieving the BRE criteria in terms of daylight and sunlight. One hundred and forty of those windows are on the Castlefield Locks building façade, situated very close to the site boundary where the BRE guidance acknowledges that it may be difficult to achieve the stated criteria and some degree of impact would therefore be expected. The City Centre is a location where a higher density of development is expected, whereas the BRE guidelines are aimed at suburban environments: the numerical values are only advisory and locational circumstances should be taken into account. The report identified that there would be no overshadowing receptors (such as gardens, playgrounds and sitting out areas) in close proximity to the proposal. Therefore, potential impacts from overshadowing are not considered to be significant.

Given the above, it is considered that the proposal would have an acceptable impact in terms of sunlight, daylight, overshadowing and overlooking.

(b) Wind

A desktop wind study has considered the existing wind effects and microclimate in the area and the potential impact of the proposal. The prevailing winds are from the

south and south west and the report shows that the main effects are likely to be downwash from the south facades of Block C and Block A for southerly winds, although the main facades of these buildings are aligned on the south westerly/north easterly axis which would help to reduce their exposure to the southerly wind. A small area within the site to the north of Block E and the area between Block A and Block D would feel some wind effects, with the impact being minor to moderate adverse but with the introduction of the landscaping these the impacts would be negligible. The wind effects on Ellesmere Street would be minor adverse to negligible and on Trentham Street the effects are likely to be negligible for walking activities. The cumulative impact of the development to the east of the site that has been granted planning permission and the Cornbrook Hub would offer shelter to the scheme, reducing the impact of façade downwash. Given the above, it is considered that the proposed development would not have a detrimental effect on the wind environment in and around the site.

(c) Air Quality

An Air Quality Assessment explains that the construction of the proposal would produce dust and increased emissions but this is likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated would have a minimal effect on local pollution concentrations. Predicted pollution levels would be lower than the relevant air quality standard for all apartments and exposure of residents to poor air quality is considered unlikely as a result of the proposal. Given the above, it is considered that the proposal would be acceptable in terms of air quality.

d) Noise and Vibration

Whilst the principle of the proposed use is acceptable, it could impact upon amenity within the area through noise generation from within the premises and from plant and equipment. The impact on residents from the commercial premises, nearby industrial premises and from traffic noise on Chester Road and Ellesmere Street, as well as the nearby train line should also be considered. The acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable noise breakout and ensure adequate acoustic insulation is achieved. A condition to ensure that adequate noise levels are achieved should be attached to any permission. Conditions should also be attached specifying delivery hours and the hours of use for the commercial units. A train and tram vibration survey has set out the mitigation measure required to address vibration from train and tram movements. Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A Television Reception Survey has concluded that properties already suffer from degraded reception due to large buildings in the line of site of the transmitter aerials, with most residents having access to satellite signals, which would not be affected by the proposal. The report observes that digital signal strength in the area is generally strong enough to overcome any disruption caused by the proposal. A condition requiring a post-construction survey should be attached to any permission to check

whether there has been an impact from the completed development and to ensure that mitigation measures are appropriately targeted if necessary.

(f) Vehicle Movements

The impacts of the proposals on the highway network have been considered and there are no highway objections subject to agreement of details which should be a condition of any consent granted. In view of the above the proposals are consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Contribution to Permeability

The permeability and legibility of the site would be improved by the provision of a taller building with improvements to the public realm along Chester Road, the provision of ground floor commercial units, providing an active frontage to Chester Road and the proposed public realm to the rear. The proposal would improve the environment of the pedestrian linkage from Ellesmere Street down Arundel Street through to Chester Road, as well as creating a public realm area that has the potential to provide a linkage (as part of future and approved developments) through from Hulme Hall Road to Arundel Street and St George's Church, re-introducing the physical connection and vista to St George's Church along the line of the former Church Road.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

The scheme includes: a large communal court including seating and landscaping; a community hub within Block E, and roof terraces, which would be accessible to residents within the development. An area of public realm space would be provided with a playground and access through to the canal. The hard and soft landscaping and active street frontage would encourage activity and it is considered that the proposal would provide a well-designed environment.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8, 10 and 12 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would provide full access throughout the scheme. The development has been designed to ensure that the internal and external areas are inclusive and accessible to all and consider the requirements for disabled persons. A minimum of five per cent of parking spaces would be suitable for use by disabled persons. The

proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site and the broader area. The development would overlook frontages and would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. A bat inspection survey found no signs of bats and concluded that the site had negligible suitability for roosting bats. Whilst a number of trees would be lost, replacement tree planting is proposed and the scheme would provide a more usable frontage that would reinstate a traditional building line to the Ellesmere Street frontage, providing visual enclosure to the street scene. A condition requiring full details of tree planting should be attached to any approval. The proposal could enhance the ecology and biodiversity of the site through its landscape scheme and through the introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features. A condition should also be attached to deal with Japanese knotweed on the site and informatives should be attached relating to the protection of bats and nesting birds.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The application site does not lie within an area susceptible to flooding. A Drainage and Flood Risk Statement considers the flood risk and concludes that the proposed use is appropriate and would comply with NPPF guidance. The assessment considers how surface water would be managed and concludes that it should be

drained to the sewers via an attenuation tank, which would be positioned below one of the proposed buildings. Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that facilities for the storage of refuse and recycled waste would be provided within the kitchen areas of each dwelling, whilst internal communal bin stores, catering for refuse, paper, glass and cans, would be provided on the upper and lower ground floor levels. The bin provision would be: 42no. 1100L bins for general refuse; 21no. 1100L bins for pulpable recycling; 21no. 1100L bins for mixed recycling; and 9no. 240L bins for food waste. Occupants of the dwellings would be responsible for the transfer of their waste to the internal communal refuse and recycling store provided on the ground floor and lower ground floor areas. The management company for the development would be responsible for moving bins to and from a collection point located at the rear of the building, with containers only being required to be moved less than 10m to the collection vehicle. The fit-out of the commercial units would include appropriately sited refuse and recycling stores and management staff for the units would be responsible for the transfer of bins to the collection point. Manchester City Council would be responsible for waste collection. A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

Construction Management

There are temporary highway issues within the area that are an inevitable consequence of the amount of construction that is taking place that are causing concern to local residents. Whilst it is not possible to remove these concerns entirely, we do believe that more could be done to mitigate some of the worst effects. A Construction Management Group is being set up by the City Council, which will co-ordinate construction activity, make the most effective use of the roads in the area and seek to minimise the impact of construction on the local community and residents.

Response to Neighbour Comments

It is considered that the grounds of objection have been addressed in the main body of this report.

Conclusion

It is considered that a mixed use development incorporating a relatively tall building and the proposed level of residential and commercial units would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. This report

has demonstrated that this is an appropriate site for the size of building proposed and that the development would be well designed and of a high quality and would fulfil an important role in providing a residential accommodation within the City Centre, for which there is a need.

As detailed above, a residential development at the site would be consistent with a number of the GM Strategy's key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City

It is considered that the proposed building would enhance the character and appearance of the nearby Castlefield Conservation Area and it would not harm the settings or significance of the nearby listed buildings.

The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm in the area. The form of the proposal would maximise the potential of the site in an acceptable manner.

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 relevant Strategic Regeneration Frameworks and the Community Strategy, as well as 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to a S106 agreement for a financial contribution towards affordable housing.**

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, highway safety, residential amenity and the replacement of trees.

Reason for recommendation

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:

A262_P_001 Rev A Site Location Plan,
A262_P_002 Rev A Proposed Block Plan,
A262_P_003 Rev A Existing Topographical Survey,
A262_P_500 Block A Section A & B,
A262_P_520 Block B Section A & B,
A262_P_540 Block C Section A & B,
A262_P_560 Block D Section A & B,
A262_P_580 Block E Section A & B,
A262_P_600 Block A apartment types 1 received 26 Sep 2016,
A262_P_601 Block A apartment types 2 received 26 Sep 2016,
A262_P_602 Block A apartment types 3 received 26 Sep 2016,
A262_P_620 Block B apartment types 1 received 26 Sep 2016,
A262_P_621 Block B apartment types 2 received 26 Sep 2016,
A262_P_640 Block C apartment types 1 received 26 Sep 2016,
A262_P_641 Block C apartment types 2 received 26 Sep 2016,
A262_P_660 Block D apartment types 1 received 26 Sep 2016,
A262_P_661 Block D apartment types 2 received 26 Sep 2016,
A262_P_680 Block E apartment types 1 received 26 Sep 2016,
A262_P_701 Block B Typical Details received 26 Sep 2016,
A262_P_702 Block C Typical Details Drawing 26 Sep 2016,
A262_P_704 Block E Typical Details Drawing 26 Sep 2016,
A262_P_853 Vehicle access point received 26 Sep 2016,
A262_P_200 ELLESMERE STREET ELEVATION received 26 Sep 2016,
A262_P_201 TRENTHAM STREET ELEVATION received 26 Sep 2016,
A262_P_203 ELLESMERE STREET ELEVATION received 26 Sep 2016,
A262_P_204 TRENTHAM STREET ELEVATION received 26 Sep 2016,
A262_P_251 SITE CROSS SECTION A received 26 Sep 2016,
A262_P_252 SITE LONG SECTION B received 26 Sep 2016,
A262_P_461 BLOCK D EAST ELEVATION received 26 Sep 2016,
A262_P_420 BLOCK B EAST ELEVATION received 26 Sep 2016,

A262_P_421 BLOCK B WEST ELEVATION received 26 Sep 2016,
A262_P_422 BLOCK B NORTH & SOUTH ELEVATION received 26 Sep 2016,
A262_P_440 BLOCK C NORTH ELEVATION received 26 Sep 2016,
A262_P_441 BLOCK C SOUTH ELEVATION received 26 Sep 2016,
A262_P_442 BLOCK C WEST ELEVATION received 26 Sep 2016,
A262_P_443 BLOCK C EAST SECTIONAL ELEVATION received 26 Sep 2016,
A262_P_002 Rev B Block /Site plan,
A262_P_099 Rev A Site Basement Plan Drawing,
A262_P_100 Rev A Site Ground Floor Plan Drawing,
A262_P_101 Rev A Site First Floor Plan Drawing,
A262_P_102 Rev A Site Second Floor to Fourth Floor Plan Drawing,
A262_P_105 Rev A Site Fifth Floor Plan Drawing,
A262_P_106 Rev A Site Sixth Floor Plan Drawing,
A262_P_107 Rev A Site Seventh Floor Plan Drawing
A262_P_108 Rev A Site Eighth Floor Plan Drawing
A262_P_109 Rev A Site Ninth Floor Plan Drawing
A262_P_110 Rev A Site Tenth Floor Plan Drawing
A262_P_111 Rev A Site Eleventh Floor Plan Drawing
A262_P_114 Rev A Site Fourteenth Floor Plan Drawing
A262_P_115 Rev A Site Fifteenth Floor Plan Drawing
473.101 Rev - Proposals Sections A-A & B-B
Landscaping Statement received 27 September 2016,
A262_P_300 REV B BLOCK A GROUND FLOOR PLAN
A262_P_301 REV B BLOCK A 1ST FLOOR PLAN
A262_P_302 REV B BLOCK A 2ND FLOOR PLAN
A262_P_303 REV B BLOCK A 3RD FLOOR PLAN,
A262_P_304 BLOCK A 4TH FLOOR PLAN received 09 Nov 2016,
A262_P_305 BLOCK A 5TH FLOOR PLAN received 09 Nov 2016
A262_P_306 BLOCK A 6TH FLOOR PLAN received 09 Nov 2016
A262_P_307 BLOCK A 7TH FLOOR PLAN received 09 Nov 2016,
A262_P_308 BLOCK A 8TH FLOOR PLAN received 09 Nov 2016,
A262_P_310 REV B BLOCK A 10TH FLOOR PLAN,
A262_P_311 REV B BLOCK A 11TH FLOOR PLAN,
A262_P_312 REV B BLOCK A 12TH FLOOR PLAN,
A262_P_313 REV B BLOCK A 13TH FLOOR PLAN,
A262_P_320 REV A, BLOCK B GROUND FLOOR PLAN,
A262_P_322 REV B BLOCK B 2ND FLOOR PLAN,
A262_P_325 REV B BLOCK B 5TH FLOOR PLAN,
A262_P_326 REV B BLOCK 6TH FLOOR PLAN,
A262_P_341 REV A BLOCK C 1ST FLOOR PLAN,
A262_P_360 REV B BLOCK D GROUND FLOOR PLAN,
A262_P_366 BLOCK D 6TH FLOOR PLAN received 09 Nov 2016,
A262_P_367 REV A BLOCK D 7TH FLOOR PLAN,
A262_P_013 Trentham Street Elevations Drawing received 26 Sept 2016,
A262_P_250 Site Long Section A Drawing received 26 Sep 2016,
A262_P_001 Location plan Rev A received 27 Sep 2016,
Archaeological Desk-Based Assessment Final received 26 Sep 2016,
A262_P_560 Block D Section A & B Drawing received 26 Sep 2016,

A262_P_602 Block A apartment types 3 received 26 Sep 2016,
A262_P_641 Block C apartment types 21 received 26 Sep 2016
A262_P_680 Block E apartment types 1 received 26 Sep 2016
A262_P_700 Block A Typical Details received 26 Sep 2016
A262_P_853 Vehicle access point received 26 Sep 2016
A262_P_203 ELLESMERE STREET ELEVATION received 26 Sep 2016
A262_P_204 TRENTHAM STREET ELEVATION received 26 Sep 2016
A262_P_253 SITE CROSS SECTION B received 26 Sep 2016
A262_P_101 Rev A Site First Floor Plan Drawing
A262_P_109 Rev A Site Ninth Floor Plan Drawing
A262_P_850 Rev A Lower ground refuse plan Drawing
A262_P_851 Rev A Upper ground refuse plan Drawing
A262_P_302 REV B BLOCK A 2ND FLOOR PLAN
A262_P_309 BLOCK A 9TH FLOOR PLAN received 9 Nov 2016
A262_P_314 REV B BLOCK A 14TH FLOOR PLAN
A262_P_315 REV B BLOCK A 15TH FLOOR PLAN
A262_P_316 REV A BLOCK A ROOF PLAN
A262_P_321 REV B BLOCK B 1ST FLOOR PLAN
A262_P_327 REV B BLOCK B 7TH FLOOR PLAN
A262_P_328 REV A BLOCK B ROOF PLAN
A262_P_462 REV A BLOCK D NORTH & SOUTH ELEVATIONS
A262_P_480 BLOCK E NORTH & SOUTH ELEVATIONS received 9 Nov
2016
A262_P_481 REV A BLOCK E EAST & WEST ELEVATIONS
A262_P_340 REV A BLOCK C GROUND FLOOR PLAN
A262_P_341 REV A BLOCK C 1ST FLOOR PLAN
A262_P_342 REV B BLOCK C 2ND FLOOR PLAN
A262_P_343 BLOCK C 3RD FLOOR PLAN received 9 Nov 2016
A262_P_346 REV B BLOCK C 6TH FLOOR PLAN
A262_P_347 REV B BLOCK C 7TH FLOOR PLAN
A262_P_348 REV A BLOCK C ROOF PLAN
A262_P_360 REV B BLOCK D GROUND FLOOR PLAN
A262_P_361 REV B BLOCK D 1ST FLOOR PLAN
A262_P_362 BLOCK D 2ND FLOOR PLAN received 9 Nov 2016
A262_P_363 BLOCK D 3RD FLOOR PLAN received 9 Nov 2016
A262_P_364 BLOCK D 4TH FLOOR PLAN received 9 Nov 2016
A262_P_365 BLOCK D 5TH FLOOR PLAN received 9 Nov 2016
A262_P_366 BLOCK D 6TH FLOOR PLAN received 9 Nov 2016
A262_P_367 REV A BLOCK D 7TH FLOOR PLAN
A262_P_368 REV B BLOCK D 8TH FLOOR PLAN
A262_P_369 REV B BLOCK D 9TH FLOOR PLAN
A262_P_370 REV A BLOCK D ROOF PLAN
A262_P_380 REV B BLOCK E PLANS
P262_P_400 REV A BLOCK A NORTH ELEVATION
A262_P_401 REV B BLOCK A SOUTH ELEVATION
A262_P_402 REV A BLOCK A EAST & WEST ELEVATIONS
A262_P_462 REV A BLOCK D WEST ELEVATION
A262_P_344 BLOCK C 4TH FLOOR PLAN received 21 Dec 2016
473 001 REV A LANDSCAPE PROPOSALS GA GROUND FLOOR
473 101 LANDSCAPE PROPOSALS SECTIONS AA & BB received 14 Feb

2017

A262_P_010 Ground & First Floor Plans Drawing received 26 Sep 2016
A262_P_P 012 Existing Ellesmere Street Elevations received 26 Sep 2016
A262_P_013 Existing Trentham Street Elevations received 26 Sep 2016
A262_P_014 Existing Site North South Sections Drawing: received 26 Sep 2016
A262_P 015 Existing Site East West Sections received 26 Sep 2016
A262_P_016 Existing Building Elevations Drawing received 26 Sep 2016
A262_P_703 Block D Typical Details received 26 Sep 2016
Design & Access Statement Rev A received 17 Nov 2016
Crime Impact Statement received 26 Sep 2016
Planning Statement received 26 Sep 2016
BREEAM 2014 pre-assessment report received 26 Sep 2016
Air Quality Assessment - No 1 Castlefield received 26 Sep 2016
Daytime bat survey received 26 Sep 2016
Extended Phase 1 Habitat Survey received 26 Sep 2016
Archaeological Desk Based Assessment final received 26 Sep 2016
Daylight, Sunlight & Overshadowing Assessment received 26 Sep 2016
Wind engineering desktop study received 26 Sep 2016
Energy and Sustainability Statement received 26 Sep 2016
Statement of Community Involvement 26 Sep 2016
TV Reception Survey - pre construction received 26 Sep 2016
Demolition method statement received 26 Sep 2016
Framework Travel Plan received 26 Sep 2016
Transport Assessment Sep 16 received 26 Sep 2016
Tall Buildings Statement received 17 Nov 2016
Acoustics Report received 17 Nov 2016
Arboricultural Report received 14 Feb 2017
Daylight, Sunlight and Overshadowing Technical Note received 14 Feb 2017
Drainage & Flood Risk Assessment Rev B received 17 Nov 2016
1. 11 200 R2 Phase I ESA - Thorncross Close Final (2) received 26 Sep 2016;
The SCP Technical Note Ref CT/16189/TN01, dated 21 March 2017.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to development commencing 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 thereafter.

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

4) Prior to any earthworks taking place on the site, a method statement detailing eradication and/or control and/or avoidance measures for Japanese knotweed shall be submitted to and agreed in writing by the City Council as local planning authority. The agreed method statement shall be implemented in full before development commences.

Reason - The site may contain invasive species requiring treatment, pursuant to Policies EN15 and DM1 of the Core Strategy.

5) No development shall take place until the applicant or their agents or successors in title have secured the implementation of the programme of archaeological works set out below:

- a. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation as set out in the approved Written Scheme of Investigation Version 2.0, prepared by Salford Archaeology (dated 1st December 2016)
 - (dependent on the above) archaeological excavation (defined by a new Written Scheme of Investigation)
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
- c. A scheme to commemorate the site's heritage
- d. Dissemination of the results commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 12, Paragraph 141 of the National Planning Policy Framework.

6) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) The development hereby approved shall not commence unless and until a Construction Environmental Management Plan (CEMP), including details of the following and covering the demolition phase, has been submitted to and approved in writing by the City Council as local planning authority:

- *Hours of site opening/operation;
- *Community Consultation Strategy, which should include details of how and when local businesses and residents would be consulted on matters such as out of hours works;
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction;
- *A scheme for recycling/disposing of waste resulting from construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan.

The construction of the development shall take place in accordance with the approved details.

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).

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

9) Prior to the commencement of development a programme for the submission of final details of the public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscaping materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails;
- (g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

10) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the City Council as 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 - Piling or any other foundation using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater, pursuant to policies DM1 and EN18 of the Core Strategy and paragraph 109 of the National Planning Policy Framework.

11) a. Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing.

b. The highway works approved under part a. of this condition shall be implemented in accordance with the approved details prior to any property within the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

12) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before the car park use commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

13) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the nearby train/tram line, nearby industrial sites, Chester Road and Ellesmere Street, and any other actual or potential sources of noise that require consideration on or near the site, including any local commercial/industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

14) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

15) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury dated 13th May 2016 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

16) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

In order to discharge the above drainage condition the following additional information shall be provided:

- Soakaway Tests in accordance with BRE365 Digest should be provided to assess whether infiltration solution is feasible for the site.
- Assessment of the impact of the flows into the River Irwell if volumes are achievable given velocity and gradient constraints and the impact of high flows within the River Irwell on the proposed drainage network.
- Where outfall to public sewers is required, the following should be provided:
- Brownfield runoff rates based on the existing drainage system;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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 in any part of a building;
- Assessment of overland flow routes for extreme events and for blockage failure of inlet structures that is diverted away from buildings (including basements);
- Hydraulic calculation of the proposed drainage system for the 1 in 1, 1 in 30, 1 in 100 and 1 in 100 + 40% climate change;
- Long and cross sections for the proposed drainage system and finished floor levels;
- Construction details of flow control and SuDS elements.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

17) 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;
- 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

18) 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 Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

19) 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 any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

20) The details of an emergency telephone contact number for the site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

21) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

22) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

23) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City

Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

24) Before any of the following commercial uses hereby approved commence, the premises relating to each use shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority:

- a. A1 use;
- b. A2 use;
- c. A3 use;
- d. A4 use;
- e. B1 use;
- f. D2 use.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

25) The D2 use hereby approved shall not open outside hours to be agreed in writing by the City Council as local planning authority before the use first commences.

Reason - In order to protect the amenity of local residents in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

26) The following commercial uses hereby approved shall not open outside the following hours:

- A1 Use - 07:00 to 19:00 Monday to Sunday (including Bank Holidays);
- A2 Use - 07:00 to 19:00 Monday to Sunday (including Bank Holidays);
- A3 Use - 07:00 to 23:00 Monday to Sunday (including Bank Holidays);
- A4 Use - 12:00 to 23:00 Monday to Sunday (including Bank Holidays);
- B1a Use - 07:00 to 19:00 Monday to Sunday (including Bank Holidays).

Reason - In order to protect the amenity of local residents in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

28) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

There shall be no loading or unloading on Sundays or Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

29) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the submitted Crime Impact Statement Version C dated 09/09/2016 Reference URN: 2005/0798/CIS/02 and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

30) The development hereby approved shall include a building lighting scheme for the period between dusk and dawn. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is first occupied and the approved scheme shall be implemented in full before the development is first occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

31) No part of the development shall be occupied until space and facilities for motorcycle and bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for motorcycle and bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

32) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

33) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

34) The apartments and houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

35) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity.

36) The car parking spaces hereby approved shall be used only by residents occupying the development hereby approved and by no other persons.

Reason - To ensure that adequate parking is provided for occupiers of the development in the interests of highway safety and amenity, pursuant to Core Strategy policies SP1 and DM1.

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: 113473/FO/2016 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)
Travel Change Team
Housing Strategy Division
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport for Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail
Network Rail
Central Neighbourhood Team
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Housing Strategy Division
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport for Greater Manchester
United Utilities Water PLC
Canal & River Trust

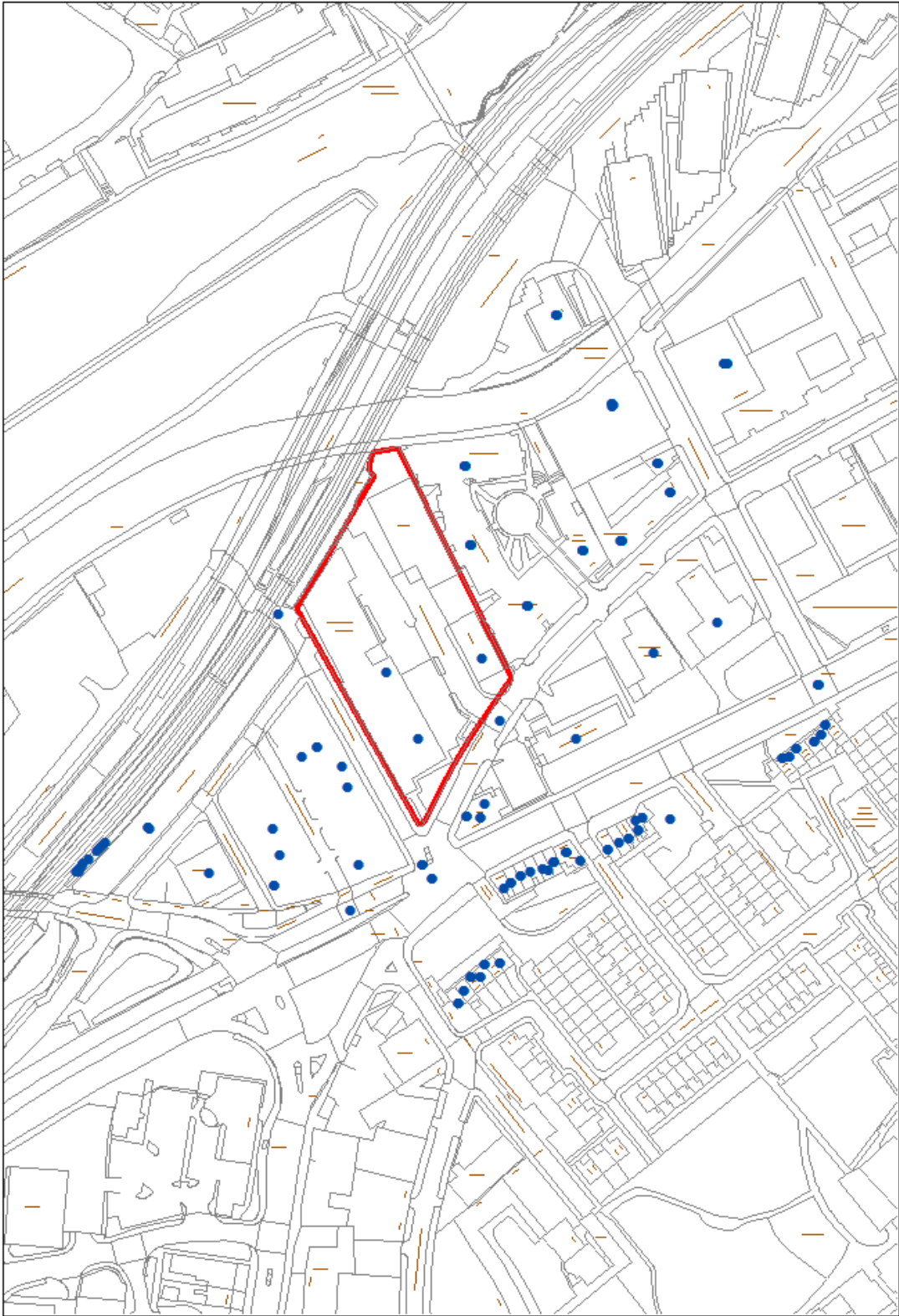
A map showing the neighbours notified of the application is attached at the end of the report.


Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Housing Strategy Division
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport for Greater Manchester
Greater Manchester Ecology Unit
Network Rail

Board of Directors of the Castlefield Locks Management Company Limited
401 Albert Mills, 50 Ellesmere Street, Manchester, M15 4JY
Flat 30, Lake House, 66 Ellesmere Street, Manchester, M15 4QT
18 Lake house, 66 ellesmere street, Castlefield, M15 4qt
404 Albert Mill, Manchester, M15 4JY
Apartment 27 Brook House, 64 Ellesmere Street, Manchester, M15 4QS
22 Cheyne Walk, Hornsea, HU18 1BX
26 Brook House, 64 Ellesmere Street, Manchester, m15 4qs
Apt. 4, Lake House, Manchester, M15 4QT

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



 Application site boundary  Neighbour notification
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