

| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|-------------|
| 116881/FO/2017 | 12th Sep 2017 | 14th Dec 2017 | Hulme Ward |

Proposal Erection of new 11 storey building to accommodate 79 no. residential apartments (Use Class C3) together with associated roof terrace, car parking, landscaping, boundary treatment and public realm, following demolition of existing building on the site

Location Unit 5 Bentinck Street Industrial Estate , Bentinck Street, Manchester, M15 4LN

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

The application site is 0.1 hectares on the north-west side of Chester Road within St Georges. This and the adjoining site are the last remaining buildings on the Bentinck Street Industrial Estate. Arundel Street is beyond the adjoining unit, Chester Road is to the south, to the south-west is a cleared site and beyond that a new residential development under construction. A townhouse development at 1 Ellesmere Street is currently under construction to the north. The service road for the former Industrial Estate previously known as Church Street is between the site and 1 Ellesmere Street. There is a grass verge planted with trees on Chester Road.

The southern boundary of the Castlefield Conservation Area is to the north of the site on the opposite side of Ellesmere Street. There are listed buildings within close proximity including: the Church of St George (grade II* listed) with its associated churchyard walls, gate piers and gates (grade II listed), on the opposite side of Arundel Street; and 215-219 Chester Road (grade II listed), on the opposite side of Chester Road. The grade II listed buildings of Albert Mill on Ellesmere Street and the former Turville public house at 252 Chester Road (Grade II) lie further away from the site to the west.

A number of contemporary apartment buildings and older buildings that have been converted into residential use have been developed over the past 20 years, but a mix of uses remain including warehousing, light industrial, an auto-repair centre and commercial uses. On the opposite side of Chester Road are offices, but the majority of the area is occupied by low level housing and some high-rise apartment blocks.

Planning permission was granted in May 2017 to redevelop the land directly to the south-west of the site containing Units 3 and 4 Bentinck Industrial Estate (app. 114961/FO/2017) for 109 apartments (Use Class C3), with associated car parking and public realm. In May 2017, planning permission was granted to redevelop land fronting Bentinck Street and Chester Road (app. 115211/FO/2017) for a mixed-use

development comprising 174 apartments (Use Class C3) and 4 commercial units (to include Use Classes A1, A2, A3, A4, B1a) with associated car parking and a landscaped public square.

Planning permission was granted in May 2017 (app.115087/FO/2017) to redevelop a site directly to the north-east, currently occupied by Unit 6 of the Bentinck Street Industrial Estate, to create 59 apartments (Use Class C3) and a ground floor commercial unit (to include Use Classes A1, A2, A3, A4, B1), with associated car parking and public realm.

The Proposal

Planning permission is sought for the erection of an 11 storey building of 79 apartments (Use Class C3) together with an associated roof terrace, car parking, landscaping, boundary treatment and public realm, following demolition of the existing building on the site. The height, scale and massing of the building would reflect that of the neighbouring 'St. Georges Gardens' development that has been approved on the adjacent site. The materials would be informed by those used in the surrounding area, namely reinforced concrete panels, white brickwork and aluminium framed double height window bays with deep reveals. This vertically-proportioned appearance would reflect the design approach of the adjacent blocks that have been approved previously.

The building would have a central corridor with apartments looking out onto both Chester Road and the re-established Church Street. 6 duplex apartments would have a direct entrance from Church Street. All other apartments would be accessed via the main reception area on the lower ground floor. On the Church Street frontage, the building would adjoin the development recently approved on the adjacent 'Unit 6' site. The western elevation would face the recently approved development on the former Units 3 and 4. The elevation on this side would consist mostly of brick and would be largely windowless due to the close proximity between the proposal and the approved building adjacent. The separation distance would be approximately 6m.

26 apartments would be 1-bed and 53 would be 2-bed and the majority of would have internal terraces which would create visual interest and an active frontage. The duplex apartments on the north elevation would have private external terraces at street level. There would also be a communal terrace, allotments and orchard on the roof that would be accessible to all residents.

Vehicular access and servicing would be via Church Street. Four on-street car parking spaces are proposed on Church Street and 132 internal cycle parking spaces are proposed on the lower ground floor level. The lower ground floor would also accommodate the building reception area and the waste storage area. The reception would be accessible from either the Chester Road or Church Street side. All apartments would be single level and fully accessible apart from the 6 duplex townhouses on Church Street which would be accessible at the lower level only.

Public realm improvements are proposed to the highway surrounding the site including new hard landscaping to the footpaths and the reopening of Church Street, and hedge and tree planting. Facilities for the storage of general refuse and

recyclable waste would be provided within the kitchen area of each dwelling. An internal communal bin store would be provided in the lower ground floor. Occupants would be responsible for transferring waste from their apartments to the communal store and the management company would then be responsible for transferring the bins to the collection point at the rear of the building when required. Within the communal store, eight 1100l general refuse bins are proposed, as well as four 1100l bins for pulvable recycling, four 1100l bins for mixed recycling and one 240l bins for food waste.

Land Interest

The City Council has a land interest in the site. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Consultations

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; and affecting a conservation area. Site notices have been displayed and the occupiers of nearby properties have been notified. 1 representation has been received which raises concerns about the amount of construction work taking place in the area. Commuters and construction workers are parking in the area which hinders the response of emergency services and bin wagons and means people often have to walk on the road due to inconsiderate parking. Rubbish is being dumped on the streets from builders' vehicles.

Highway Services - The level of parking is low but is acceptable given the sustainable location. The servicing and refuse management strategy is acceptable. A Construction Management Plan should be provided prior to any works commencing. It should detail: the phasing and the quantification and classification of vehicular activity; the types and frequency of vehicular demands; evidence of satisfactory routeing within the site and on the adjacent highway; consider other construction works; and, contractor parking in the locality.

Environmental Health - Conditions are required regarding the submission of a detailed construction management plan, acoustic insulation of the building and any external plant, waste management and air quality.

Neighbourhood Team Leader (Arboriculture) - The trees that would be lost on Chester Road offer some visual amenity, the trees would not be worthy of TPO status. The applicant could incorporate a planting scheme to mitigate the loss of the onsite trees.

MCC Flood Risk Management - No objections subject to conditions regarding surface water drainage and the management and maintenance of the drainage system.

Central Neighbourhood Team - Hulme Ward Co-ordination Group are trying to address some of the problems caused by intensive development in this area. Would wish to ensure that: there are clear lines of communication with residents so

that things like road closures, noise levels and working hours are clearly communicated as early as possible; environmental issues such as litter from workers are prevented as much as possible; and, residents can have a simple and effective dialogue with developers as the work progresses to complement existing community engagement and development work in the area.

Greater Manchester Police - The proposal should be designed and constructed in accordance with the recommendations in the submitted Crime Impact Statement.

United Utilities Water PLC - No objections subject to conditions regarding foul water, surface water drainage and the management and maintenance of the drainage system being applied to any approval granted.

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

Environment Agency - No objections subject to conditions relating to the investigation, assessment, remediation and verification of any contaminated land at the site, and no use of piling or other foundation designs using penetrative methods without the express consent of the LPA.

Greater Manchester Archaeological Advisory Service - Recommends a programme of archaeological work to determine the level of survival of archaeological remains relating to the early housing, followed by selective excavation to record a representative sample of this housing for archive and research purposes.

Greater Manchester Ecology Unit - The bat survey report concluded that the site has low-negligible potential to support bats. Japanese knotweed has been recorded on or close to this site. A survey of the site for this species should be carried out before any site clearance commences. If the plant is found, a Method Statement will need to be prepared with details of how Japanese knotweed is to be eradicated.

Castlefield Forum - No representations received

Transport For Greater Manchester - No representations received

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 proposal represents a high-quality development in an area in need of further regeneration. It 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 on 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 help to promote sustained economic growth.

Section 4 - Promoting Sustainable Transport – The proposal is in an accessible location close to the Cornbrook Tram interchange, Deansgate Train Station, the Deansgate-Castlefield Metrolink stop, and bus routes. This is a sustainable location and the development would contribute to 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 79 homes to a sustainable location. It would provide a range of accommodation types and help to create a sustainable, inclusive and mixed community. Significant investment is required to provide homes in appropriate locations as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - The proposal has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality and 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. The development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 - Meeting the challenge of climate change, flooding and coastal change – The site is in a highly sustainable location and 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. 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 demonstrate that the proposal would not have any significant adverse impacts in respect of issues such as ground conditions, noise and lighting, and the impact on ecology.

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

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, CC3, H1, H8, 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:

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

SO2. Economy – The scheme would provide new jobs during construction and permanent employment in a highly accessible location. It 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.

SO3. Housing – The scheme would provide 79 homes 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.

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

SO6. Environment – The development would 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 providing homes in a central location. It would be close to sustainable transport provision, maximise the use of the City's transport infrastructure, and contribute to the creation of a neighbourhood where people choose to be. This would be achieved by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-using previously developed land and reducing the need to travel.

Policy CC3 Housing – A minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be 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 help to improve air quality by being accessible by a variety of modes of sustainable transport.

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

Policy CC8 Change and Renewal - The proposal would make a significant contribution to the City Centres role in terms of employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage – The new building would be of design standard appropriate to the City Centre context and would enhance the nearby Castlefield Conservation Area.

Policy CC10 A Place for Everyone – The flats would be a mix of one and two bedroom apartments, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would have high standards of accessibility.

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre 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 site is in a poor condition 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 demonstrates that the proposal is viable and capable of being delivered but concludes that it cannot support 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 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 would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

Policy EN2 Tall Buildings – The proposal would be of a good design, 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 currently has a negative impact and the quality and design of the proposal would enhance the character and appearance of the Conservation Area and would not have a detrimental impact on the settings of nearby listed buildings. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal 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 be adaptable in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting and the incorporation of a rooftop garden.

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

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and groundwater contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination.

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 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

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 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.

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.

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 a 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 redevelopment of 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 proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015 and an Environmental Impact Assessment is therefore not required for this proposal.

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

Regeneration is an important planning consideration. Manchester 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 proposals would redevelop a site on a key gateway route and therefore 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 integrate the area with 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 that has been identified as a suitable location 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 proposal would deliver a range of good quality apartments and the product mix and sizes have been designed to appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a brownfield site with a high quality development and would be in keeping with the aspirations of the Residential Growth Prospectus. The proposal would provide significant regeneration

benefits and would improve the appearance of a southern entrance into the City Centre.

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 Councils 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.

Urban Design and Visual Impact

The design incorporates contemporary building materials which would relate to the buff sandstone colour of St George's Church. The main north and south elevations would be characteristic of City Centre buildings, having a tripartite composition, with vertically proportioned and recessed window openings. The west elevation would also have a tripartite subdivision, but would have a different treatment from the front and rear elevations as it would contain few windows because of its proximity to the neighbouring building. The proposal would improve the Chester Road frontage and surrounding area and add positively to the mix of traditional and modern design in the area. The proposal would improve the public realm around the site.

One of the main issues to consider is whether this is an appropriate site for a tall building. In order to assess this, the proposals have been 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 English Heritage and CABI in July 2007.

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. The site is not within a conservation area but is close to the Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site is defined by transport infrastructure including the canal and river network and the Inner Ring Road, over-layered by substantial railway viaducts. The site is physically and visually separated from the main heart of the Castlefield Conservation Area by the Inner Ring Road (IRR). It is close to the Grade II* listed St George's Church and is in the vicinity of 215-219 Chester Road (grade II listed), with Albert Mill (grade II listed) lying further away to the west; and the former Turville public house at 252 Chester Road (Grade II) lying to the south west.

Over the past 25 years, many traditional industries have relocated from the area leaving post-industrial. Some sites have been redeveloped to create apartments such as Timber Wharf, the Boxworks and Moho. Some redundant Mills such as Albert Mill and Britannia Mills have been converted to apartments. A site to the north/north-west at 1 Ellesmere Street is under construction for townhouses (known as the Roof Gardens) and two sites to the south west on Chester Road have approval for residential apartments, one of which is currently under construction. However, there is potential and need for further change in the area.

The site provides no sense of enclosure and the area is fragmented with a sense of dereliction. The proposal would create a strong street frontage to Chester Road, especially when viewed alongside the sites to the adjoining sites that have planning permission, and would help to establish an appropriate and acceptable urban grain.

The development would add activity and vitality and would help to re-integrate the site into its urban context and reinforce the character of the streetscape and provide a sense of scale. The historic/established buildings in the immediate area are generally lower than the proposal but the wider area does contain taller buildings, such as the residential tower blocks to the east of the site in Hulme, the City Gate development to the north-east and the St George's Island buildings to the north-west. A number of schemes are under construction in the immediate area that are as tall as, or taller, than the proposal. This site is capable of accommodating a building of the height proposed without having an adverse impact on the area, and its scale would be consistent with recent approvals on immediately adjacent sites.

The proposal would reinforce the role of the site on an important access route into the City Centre and would respond to the mix of building types within Castlefield Conservation Area. It would create a strong street frontage and have a mix of building materials that reflect the rugged and industrial character of materials found within the conservation 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 application has assessed the impact of the proposal on the nearby listed buildings and has provided a visual impact assessment of the impact on the Grade II* listed St George's Church. This demonstrates that the development would maintain views of the church when travelling into the City Centre along Chester Road. The proposal would clearly have an impact on the settings of the listed buildings, in particular, St George's Church and 215-219 Chester Road, as it would introduce a much larger form of development than what exists. It is acknowledged that the building would have an impact on the settings of the listed buildings but their architectural and heritage significance would be sustained, with 215-219 Chester Road holding a strong position within the street scene and being visually separate from the application site across the wide four-lane carriageway. St George's Church is set within open grounds and would still be visible in views travelling along Chester Road, as well as in views to the rear of the application site, where a view to the church would be maintained.

The proposal would create a new feature within the setting of the Church when viewed travelling west out of the City Centre, but it would be to the rear of the Church which would diminish its height and massing and the Church would dominate the foreground. The close range views of the Church would not be significantly affected

by the proposal because of the landscaped grounds and the intervening space between the site and the church.

The building has been designed to complement the appearance of the Church, using contemporary materials that reflect its colour. The design quality of the proposal and the enhancement to the surrounding townscape would mitigate against any instances of harm and would sustain the heritage values of those heritage assets affected.

The site does not contain any heritage assets and, in its present form, detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. In this context, the development presents an opportunity to enhance the architectural and urban qualities of the area. It is considered that the proposal would add a positive element to the Manchester skyline.

When seen from the radial approaches, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester skyline and they are an essential part of the character of any dynamic city. The proposal would help to link Cornbrook and the St Georges area with the City Centre, and this development, along with other recently approved schemes, would introduce an attractive and dynamic streetscene along Chester Road.

On balance, the proposal would enhance the character and appearance of the Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings. Therefore, notwithstanding the considerable weight that must be given to preserving the settings of the listed buildings and conservation area by virtue of S66 and S72 of the Listed Buildings Act, any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

There could be archaeological remains across the site from former terraced housing and it is therefore recommended that a programme of further investigation is carried out in advance of any construction works. This has been conditioned.

Relationship to Transport Infrastructure

Chester Road is a bus route and there are bus stops close to the site. It is within walking distance of Deansgate Railway Station, which provides access to Metrolink services at Deansgate-Castlefield, and the Cornbrook tram stop. The site has good pedestrian and cycle links to the city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

The proposal includes 4 on-street car parking spaces as well as 132 cycle spaces within the building at lower ground floor level, which equates to 1 cycle space per bedroom. Highway Services do not object to the proposal in principle and any outstanding concerns can be subject to condition. A condition should be applied to any approval to ensure that the parking spaces are used by residents of the development, rather than being rented out to commuters.

A Travel Plan sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development by promoting greener, cleaner travel choices and reducing reliance on the private car. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use.

Architectural Quality

The key factors to evaluate are the development's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings 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. It proposes a high quality building that would reinforce this gateway entry point to the city centre. The massing would not adversely affect the settings of the Castlefield Conservation Area and the nearby listed buildings.

The building would have a tri-partite subdivision, which is typical of traditional Manchester buildings. It would be constructed using contemporary materials, with deep vertically-proportioned window reveals, which relate to older buildings within the area, such as Britannia Mills, and detailed design features, which respond to St George's Church. The materials would be in keeping with those within the Castlefield Conservation Area which tend to be 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 a high quality building that would be appropriate to its context.

Sustainable Design and Construction

The application is supported by an Energy and Sustainability Assessment, which considers the proposals in relation to sustainability objectives. The report outlines the energy demand minimisation measures and low/zero carbon energy options which have been incorporated into the scheme. The development would include low air permeability, low energy lighting, 100% efficient electric panel room heaters and mechanical ventilation with heat recovery for each apartment. The building design would achieve a 7.5% carbon dioxide emission reduction which exceeds the required target of Building Regulations Part L (2013). 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 market experience and

familiarity 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 this has not undermined the scheme's viability.

The design team has recognised the high profile nature of the application 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

Development should interact positively with and contribute to its surroundings at street level. The existing buildings and layout of the site contribute little to public spaces and facilities, apart from the group of trees on the Chester Road frontage. The proposal includes the removal of these trees, none of which are classed as being of Category A value, but the proposal would deliver a significant enhancement to the townscape of Chester Road through the delivery of a high quality building with an area of hard and soft landscape, including a line of trees along the back of pavement, softening the impact of this busy arterial route.

The development would reconfigure the area to the rear of the site to provide an area of public realm which would link in with existing and future developments and provide a public route and vista running parallel with Chester Road through to St George's Church. It is considered therefore that the proposal would make a significant positive contribution 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 and 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

A sunlight, daylight and overshadowing report includes consideration of the impact of the proposal on nearby buildings, including the Roof Gardens development at 1 Ellesmere Street, to the north/north-west which is under construction. Out of the eleven neighbouring buildings considered, the assessment identifies only the Roof Gardens building as having four windows where the relevant BRE criteria for daylight is not met. However, it is understood that the rooms that these windows serve are non-sensitive, i.e. they relate to bathrooms and kitchens. The sensitive living areas have windows on other facades that would not be affected by the proposal. In addition, the Roof Gardens development has external terraces at roof level and the large majority of these would not be overshadowed by the proposal. A small area of

amenity space within the Roof Gardens development could be affected by overshadowing, but this is not considered to be significant.

The as yet undeveloped residential block approved to the south-west (planning reference 114961/FO/2017) has a very narrow vertical strip of windows in the elevation facing the proposal but these relate to bedroom areas. It is also has some external terraces. Given the orientation to the south west of the proposal, there would be no undue impacts from overshadowing.

The City Centre is a location where a higher density of development is expected, whereas the BRE guidelines are aimed at suburban environments. It is considered therefore that the level of sunlight that would be received by neighbouring buildings following the implementation of the development would be acceptable and it is not considered there would be an undue impact in terms of the development from overshadowing.

The nearest existing residential properties are located to the south side of Chester Road and at the nearby St George's Church, with the nearest windows being in the dwellings at Catfield Walk that are at least 54m away. Given this degree of separation, the proposal would not have a detrimental impact as a result of overlooking on existing neighbouring residential properties.

A residential scheme under construction at the Roof Gardens to the north and an apartment building to the south-west on Chester Road that has planning permission. The proposal would be 13m away from the elevations of the Roof Gardens development, which is considered to be acceptable in this location. The Roof Gardens has been designed to minimise the amount of habitable rooms on the elevation facing the application site, and those that are provided are secondary windows. The undeveloped residential block approved to the south-west has a narrow vertical strip of windows in the elevation facing the proposal but these relate to bedroom areas and are very small in size. These windows would be approximately 6m from the side elevation of the proposal would have no windows, save for two small windows at upper ground floor level. On balance, it is considered therefore, that there would not be a detrimental impact from the proposal in terms of overlooking.

Given the above, it is considered that the proposal would not have an unacceptable impact in terms of sunlight, daylight and overshadowing, or on 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. It concludes that the impacts caused by façade downwash from the south and south-westerly façades would be negligible, as would the impact of winds from the north-west and east. Access doors would be located in sheltered locations and the terraces for the apartments on the lower ground floor would also be sheltered. The cumulative impacts of developments that have been granted planning permission close to the site would also be negligible, with the development blocks to the south providing some shelter to the proposal thereby helping to reduce any wind downwash. It is considered therefore

that the proposed development would not have a detrimental effect on the wind environment in and around the site.

(c) Air Quality

The site is located in an Air Quality Management Area and an Air Quality Assessment has been submitted. Dust and increased emissions during construction is likely to be temporary, short term and of a minor impact, and could be mitigated by the use of good practice control measures. The traffic generated by the proposal would have a minimal effect on local pollution concentrations. Future occupants could be exposed to elevated pollution levels from the existing highway network but this can be mitigated by the incorporation of mechanical ventilation into the scheme. 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 future residents from traffic noise on Chester Road, the Mancunian Way, as well as the nearby train line should also be considered. The submitted noise impact assessment identifies traffic noise from Chester Road as the key external noise source impacting on the site. An acoustic report has been submitted, which outlines how the premises would be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation are achieved within the accommodation. It states that alternative ventilation should be available for south-east and south-west facing habitable rooms and north-west facing living rooms in order to ventilate the rooms without the need to open windows, as well as confirming appropriate levels for plant noise. A condition to ensure that adequate noise levels are achieved should be attached to any permission. 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 concludes that existing properties already suffer from degraded reception due to large existing buildings in the line of site of the transmitter aerials, and most residents have 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 site's permeability and legibility would be improved by the provision of a building with improvements to the public realm along Chester Road and 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 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 proposals include a high quality design and finish. A communal roof terrace would include a seating area, small fruit trees and raised allotment beds and would be accessible to all residents. A high quality public realm space would be provided. The proposal would comprise high quality hard and soft landscaping to Chester Road that would encourage activity adjacent to Chester Road and Arundel Street. It is considered therefore that the proposal would provide a well-designed environment.

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would satisfactorily meet the English Heritage and CABE 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 level access at the both the front and rear entrances to the residential reception. Full access would be available throughout the scheme, save for the upper floors of the six townhouses proposed within the development at lower/upper ground floor level. All the apartments, apart from the 6 no. townhouse duplex dwellings, would be single storey and their layout would enable access by someone in a wheelchair. 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 proposed use would bring additional 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 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 report found no signs of bats and concluded that the site had negligible suitability for roosting bats. Whilst a number of trees on the site would be lost, the scheme proposes replacement tree planting, and the proposal would provide a more usable frontage that would reinstate a traditional building line to Chester Road providing visual enclosure to the street scene. A condition requiring full details of the landscape and 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. 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 Strategy has been prepared which acknowledges that the proposed development would increase the impervious area of the site and surface water run-off for the site. The strategy confirms that the development would include a new surface water drainage scheme and storage/attenuation techniques would need to be considered. 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, on balance, be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Waste Management

A waste management strategy has been submitted, which shows that facilities for the storage of refuse and recycled waste would be provided within the kitchen areas of each dwelling, whilst an internal communal bin store, catering for general refuse, paper, glass, plastic and cans, would be provided on the lower ground floor of the building. Occupants would be responsible for transferring waste from their apartments to the communal store and the management company would then be

responsible for transferring the bins to the collection point at the rear of the building when required. Within the communal store, 8 no. 1100l general refuse bins are proposed, as well as 4 no. 1100l bins for pulpable recycling, 4 no. 1100ll bins for mixed recycling and 1 no. 240l bins for food waste. 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.

Viability and Affordable Housing Provision

The NPPF 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 NPPF sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to 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.

The applicant has provided a viability appraisal for the site. The scheme would deliver benefits on the site through the provision of an improved public realm and a building of a high design specification. It is considered that the inclusion of affordable housing within the scheme would prejudice the achievement of other important planning and regeneration objectives, and would undermine a significant development proposal critical to economic growth within the City. However, the developer has agreed to provide a financial contribution towards the provision of off-site affordable housing.

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.

Conclusion

It is considered that the tall building and the residential accommodation would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. The

proposed building would be well designed and of an appropriate quality and would provide much needed residential accommodation close to the City Centre. 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.

Residential development would be consistent with a number of the GM Strategy's key growth priorities by delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre. It would help to promote sustained economic growth within the City

The proposal would enhance the character and appearance of the nearby Castlefield Conservation Area and although it would have an impact on the views of listed buildings on Chester Road, it would not harm their significance.

The proposal would be screened from view when looking from the Church by a new development on an adjacent site.

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 polices 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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:

Drawings

A421_P_01
A421_P_02
A421_P_16
A421_P_20
A421_P_21
A421_P_22
A421_P_23
A421_P_29

all stamped as received by the Local Planning on 5 July 2017

A421_P_30_A
A421_P_31_A
A421_P_32_A

all stamped as received by the Local Planning on 21 August 2017

A421_P_40
A421_P_41
A421_P_50
A421_P_51
A421_P_52

all stamped as received by the Local Planning on 5 July 2017

A421_P_100_A
A421_P_101_A
A421_P_102_A
A421_P_103_A
A421_P_104_A

all stamped as received by the Local Planning on 21 August 2017

A421_P_15
11002_UG_L006 Rev P1

all stamped as received by the Local Planning on 5 July 2017

as amended by the agent's email of 4 December 2017 with regard to the use of reinforced concrete

The submitted Crime Impact Statement, Version A, dated 29 June 2017, ref. 2014/0152/CIS/03,

The submitted waste management strategy

The submitted Noise Impact Assessment by REC, dated 4 September 2017, ref. AC103638-1R1

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 the commencement of development, a programme for the issue of samples and specifications of all materials to be used on all external elevations and within all external hard landscaped areas 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 within all external hard landscaped areas and on all external elevations of the development, including 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.

4) 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.

5) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority. No surface water from the development shall discharge either directly or indirectly to the combined sewer network. Surface water shall discharge to a Sustainable Drainage System to meet the requirements of the NPPF. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

For the avoidance of doubt, foul and surface water shall be drained on separate systems with only foul drainage connected into the foul sewer.

Reason - To prevent the increased risk of flooding and to ensure the future maintenance of the surface water drainage system, pursuant to policy EN8 of the Manchester Core Strategy.

6) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings (if different from design construction drawings);
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for inspections, 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 manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

7) No development shall take place full details have been submitted regarding the implementation of a programme of archaeological works. The works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that shall be submitted to and approved in writing by the Local Planning Authority prior to them commencing. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a. archaeological evaluation
 - b. targeted archaeological excavation (informed by the above and subject to a new WSI)
2. A programme for post investigation assessment to include:
 - a. analysis of the site investigation records and finds
 - b. production of a final report on the significance of the archaeological and historical interest represented
3. A scheme to commemorate the site's heritage
4. Dissemination of the results commensurate with their significance
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with the NPPF (Section 12, Paragraph 141), to record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

9) The cycle parking area shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

10) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

11) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

- Hours of site opening/operation
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy.

12) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-

surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

13) 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.

14) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/aparthotels 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/aparthotels 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.

15) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roof.

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

16) 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.

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

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution to the water environment, pursuant to policy DM1 of the Core Strategy.

18) 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 accordance with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement, Version A, dated 29 June 2017, ref. 2014/0152/CIS/03, 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.

19) Prior to the commencement of development a programme for the submission of final details of the landscape and 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) The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- (b) Any external lighting.

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.

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.

20) Before first occupation of the development full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted

to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

21) No development shall commence until a hard and soft landscape treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. This shall include details of those existing trees to be removed and those existing trees that are to be retained, and details of replacement tree planting to be provided in line with the Manchester Tree Strategy. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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 SP1, EN9 and DM1 of the Core Strategy.

22) The development hereby approved shall be carried out in accordance with the recommendations within the submitted Noise Impact Assessment by REC, dated 4 September 2017, ref. AC103638-1R1.

Upon completion of the development and before the any of the apartments are first occupied, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall give the results of post-completion testing to confirm that the required internal noise criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. The development shall then be implemented in accordance with those details before the development is first occupied.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

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

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

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

24) Prior to the development first being occupied, written confirmation that the mechanical ventilation system installed will reduce exposure of future residents to elevated pollution levels, as stated in the submitted Air Quality Assessment dated 28 June 2017, ref. 1682r1, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

25) Before development commences, a survey shall be undertaken to investigate whether the invasive plant species Japanese knotweed is present on the site and submitted to the City Council as Local Planning Authority for review. If Japanese knotweed is found to be present, a method statement for the continuing control of Japanese knotweed within the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The plant shall then be controlled in accordance with the approved method statement.

Reason - To prevent the spread of Japanese Knotweed that has been found on or close to the site in accordance with the Wildlife and Countryside Act 1981. (as amended).

26) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the City Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) No part of the development shall be occupied until measures/features that are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes, have been submitted to and approved in writing by the City Council as local planning authority and those approved measures/features have been incorporated into the development.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable habitat areas, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

28) 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) Measurements of the existing television signal reception within the potential impact area, identified within the Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys, dated 2 June 2017, 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, in the interests of amenity, as specified in policy DM1 of Core Strategy.

29) 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

30) No development shall take place unless and until a Residents' Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents' Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries. The Residents' Management Strategy shall be fully implemented,

prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - To ensure the development is managed in the interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

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: 116881/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

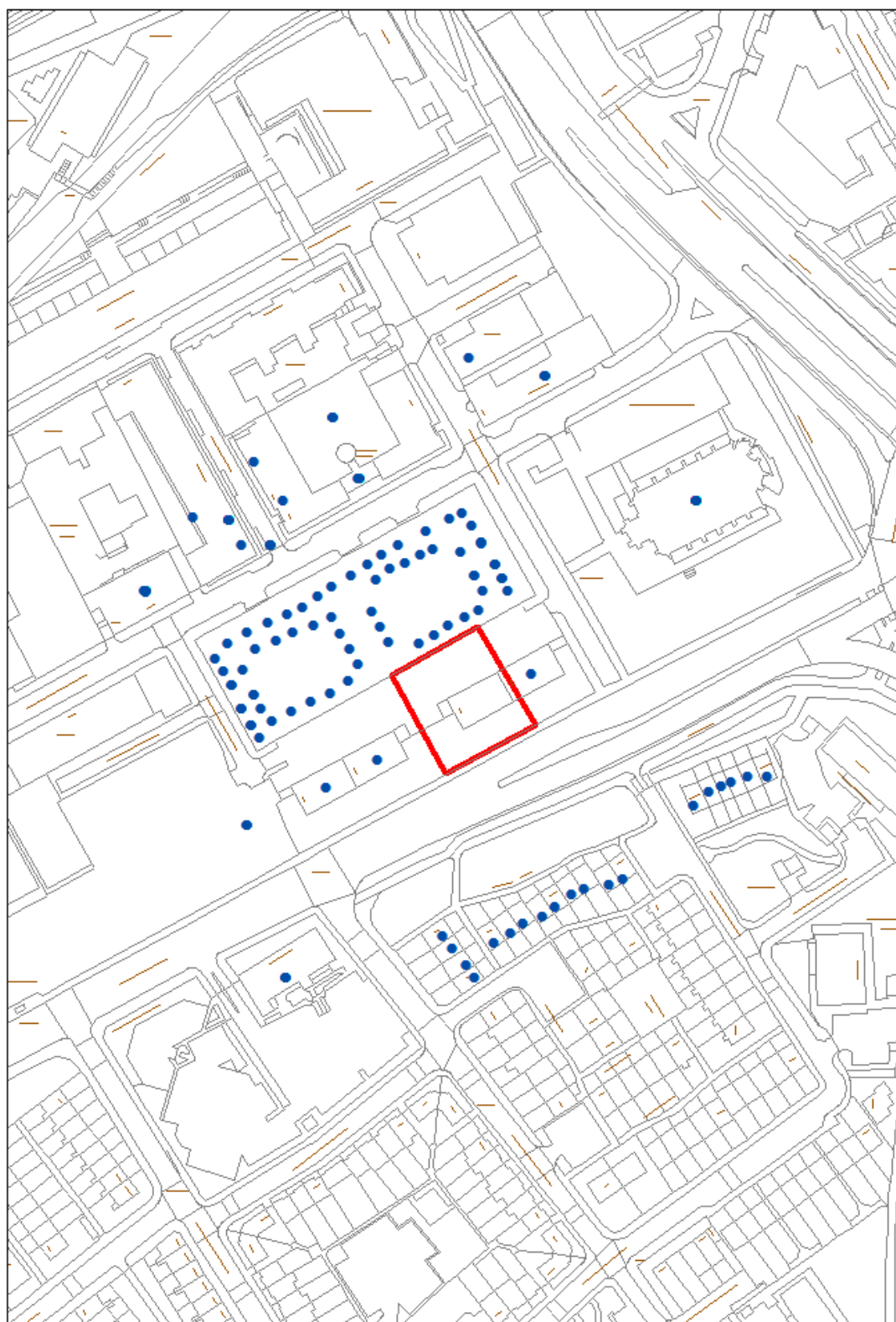
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester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

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
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk



 Application site boundary  Neighbour notification
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