

Application Number	Date of Appln	Committee Date	Ward
116850/FO/2017	1st Sep 2017	14th Feb 2018	City Centre Ward

**Proposal** Demolition of the existing buildings on the site and construction of three residential buildings, 32, 26 and 18 storeys in height, comprising a total of 399 residential units (C3) and 50 retirement living units (C2) with roof top ancillary restaurant; 675 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements; and other associated works.

**Location** Olympia Trading Estate, Great Jackson Street, Manchester, M15 4NP

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

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

### **Description**

The site is 0.49ha and within the Great Jackson Street SRF Area close to a key entry point into the city centre. It is bounded by Great Jackson Street; a cleared site formerly occupied by Tom Garner Motors; the Owen Street development comprising four towers ranging from 38 to 65 storeys; and a low industrial unit, currently in use as a parking compound for the Owen Street development. On the opposite side of Great Jackson Street is a cleared site and the Gaddum Centre, a three storey red brick building with a pitched tiled roof. The application site is occupied by a block of four single storey light industrial units with small areas at the front for parking and some trees at each end of the site.

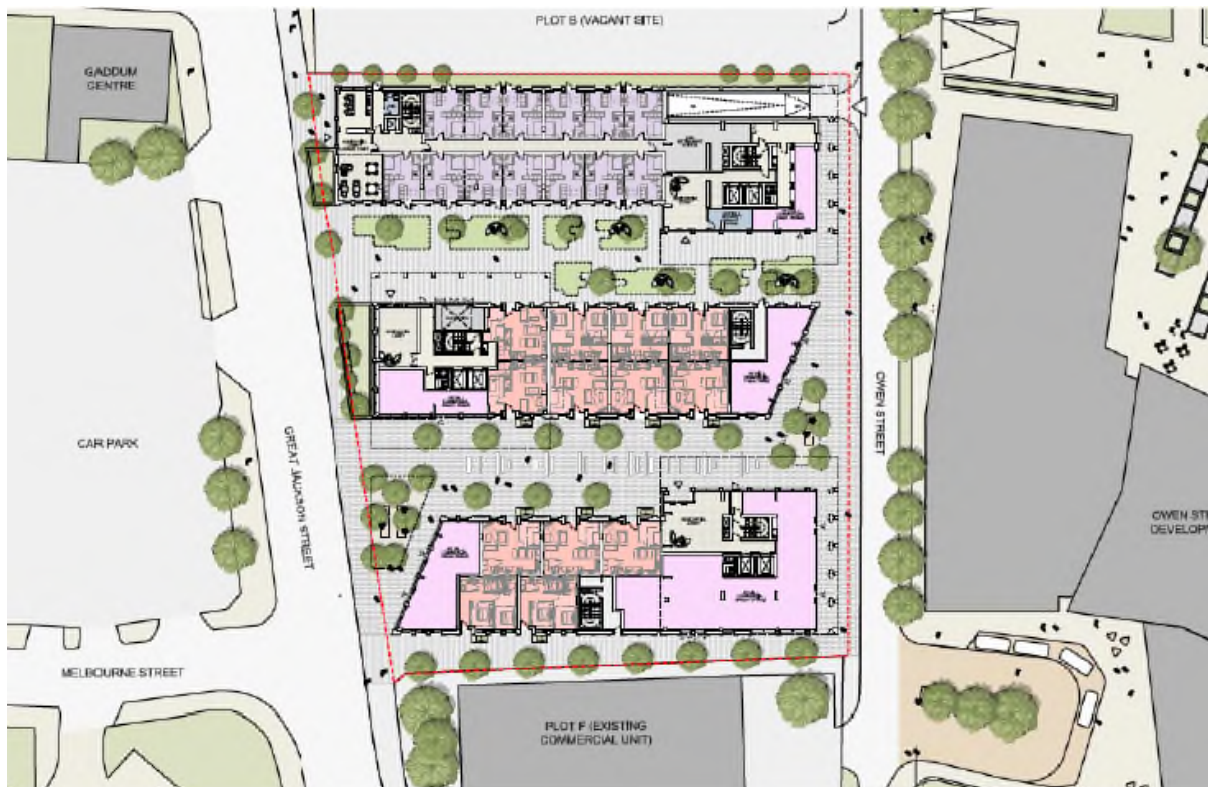
There are residential properties along City Road East and Old Deansgate/Castlefield with some smaller scale office developments in Knott Mill. The remainder of the Great Jackson Street area includes cleared sites, light industrial uses and temporary car parking. There is a considerable amount of residential development within the wider area in Castlefield and beyond the Mancunian Way in Hulme.

Castlefield Conservation Area is on the opposite side of Chester Road and the development could affect the setting of a number of listed buildings, including the former Bridgewater Canal Company offices (Grade II listed), which is to the north west of the site at the junction of Chester Street/Great Jackson Street.

### **The Proposal**

The application proposes a mixed use development comprising three residential buildings, arranged as linear blocks, running from the south west to the north east of the site. Each would consist of a five storey podium running the length of the site with a tower element at one end. The application comprises:

- 399 residential units (Class C3), consisting of 33 per cent one bedroom apartments, 60 per cent two bedroom apartments, four per cent three bedroom apartments and three per cent three bedroom townhouses;
- 50 retirement living units (Class C2) with an ancillary roof top restaurant and communal lounges;
- 675 sqm of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2);
- 97 car parking spaces at basement level;
- 399 cycle parking spaces;
- Areas of landscaped public open space along the Great Jackson Street and Owen Street frontages and between the buildings;
- Access, servicing and associated works.



The buildings and distribution of uses within them is as follows:

Building 1 would be situated at the north western end of the site and would have a five storey podium with a 32 storey tower (five storeys plus 27 above) at the north eastern end. It would accommodate the retirement units on the first four floors within the podium with the entrance and lobby/lounge/café area off Great Jackson Street. The upper floors of the building would accommodate 154 apartments with the entrance at ground floor off the public realm area on the southern side of the building. A commercial unit would be provided at ground floor on the south eastern corner of the building and a private restaurant/dining facility would be provided at roof level to serve the retirement units.

Building 2 would be situated in the middle of the site, and would have a five storey podium with an 18 storey tower (five storeys plus 13 above) at the south western

end. It would accommodate 90 apartments on the second floor and above with eight townhouses at ground and first floor levels. A residential entrance and lobby would be provided off the public realm area on the north side of the building, and there would be two commercial units at ground floor level: one on the south western corner of the building and the other at the north eastern end of the building.

Building 3 would be situated at the south eastern end of the site and would have a five storey podium with a 26 storey tower (five storeys plus 21 above) at the north eastern end. It would accommodate 140 apartments on the second floor and above, and seven townhouses at ground and first floor levels. A residential entrance and lobby would be provided off the public realm area on the north side of the building, and there would be two commercial units at ground floor level: one at the south western end of the building and the other at the north eastern end of the building.

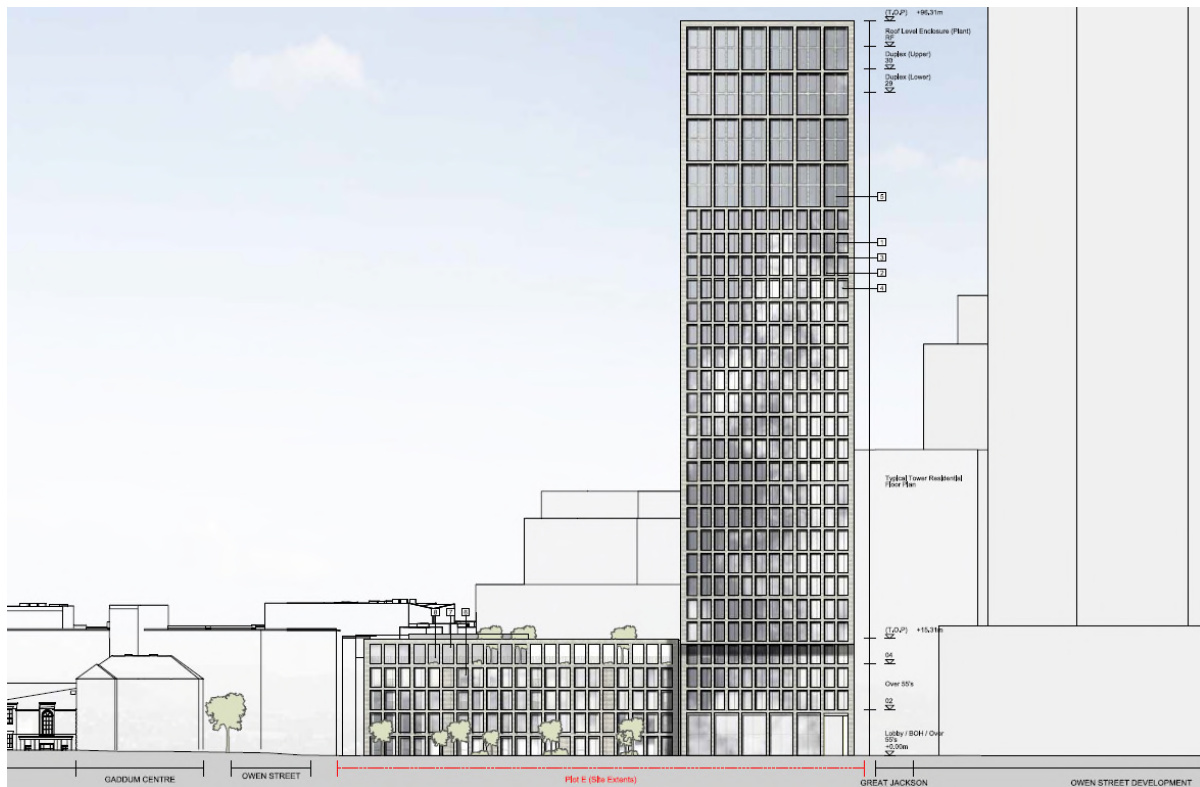


## Owen Street Elevation

The three buildings would have similar forms with a linear five storey podium and a tower at one end. The towers alternate their position on the site, with the towers to Buildings 1 and 3 being on the north eastern (Owen Street) side and the tower to Building 2 being on the south western (Great Jackson Street) side. The towers would have six apartments per floor and would therefore have a slender profile. They would cantilever out at the fifth floor level and each building would have a roof garden at fifth floor level.

The buildings would have brick façades in a grid pattern with double height and width glazed bays at the ground and first floors. The upper floors of the towers would also

be defined by double height and width glazed bays, with the top eight floors of the taller towers (Buildings 1 and 3) having four double height bays (covering the top eight floors) and Building 2 having two double height bays (covering the top four floors). The windows would be deeply recessed within the grid façade, with vertical solid or perforated light grey metal panels at the sides of the glazing within the recesses. Each building would have a different brick colour, with the smallest block (Building 2) being a warm vibrant red/orange brick, the tallest block (Building 1) being a light grey brick and the medium block (Building 3) being a muted red/orange brick.



South East Elevation

There would be two linear public realm routes running through the site from Great Jackson Street and Owen Street. The route between Buildings 1 and 2 would include trees and soft landscaping and create a calm environment outside the retirement suite in Building 1. The route between Buildings 2 and 3 would be more open with hard landscaping and tree planting. The podium blocks of the two buildings would be cut back at Great Jackson Street (Building 3 cut back) and Owen Street (Building 2 cut back) to open up the public realm and encourage movement and use of the space, with commercial units fronting onto these areas.

Vehicular access to a basement car park would be provided via a ramp from Owen Street. Ninety seven car parking spaces (five of which would be suitable for use by disabled persons) and 399 cycle spaces would be provided within the basement. Bin stores for each respective block and associated mechanical and electrical plant would also be provided within the basement. The residential units would have a refuse chute system that would separate the waste by type. The management company would be responsible for transporting bins to and from street level on



collection days, with collection points on Great Jackson Street and Owen Street. Waste would be collected on a weekly basis by a private company. Bin provision would include:

Building 1 (residential): 3no. 1100L bins for general refuse; 8no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Building 2 (residential): 2no. 1100L bins for general refuse; 4no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Building 3 (residential): 2no. 1100L bins for general refuse; 6no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Commerical waste: 2no. 1100L bins for general refuse; 3no. 1100L bins for pulpable and mixed recycling; and 3no. 1100L bin for organic waste.

### **Consultations**

Publicity The application has been advertised in the Manchester Evening News, a site notice has been displayed and the occupiers of nearby properties have been consulted. Two representations have been received with comments summarised as follows:

- The proposal does not comply with the Great Jackson Street Development Framework, which was approved following consultation with councillors and the general public and is a material consideration. The Framework defined a hierarchy of open spaces and routes and states that apartment blocks should be arranged as a series of fingers to allow sunlight to penetrate deep into the central spaces. It analysed opportunities for tall buildings and found that this site should have two low rise six storey developments, not three tall buildings.
- The proposal would overlook and block natural light reaching the amenity of a roof garden/riverside terrace incorporated into the structure presently being built on the Owen Street site.
- Don't want to live in a cityscape where natural sunlight is scarce, and where unnatural turbulence at ground level is a serious problem (viz the Hilton Deansgate).

Highway Services - No objections subject to conditions regarding further details of the car park ramp, the signal controlled vehicular access system, the provision of electric vehicle charging points (EVCs), a Full Travel Plan and a Construction Management Plan.

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

Neighbourhood Team Leader (Arboriculture) - No objections subject to mitigation tree planting and the retention of a mature Plane tree being explored.

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - The proposal should be designed and constructed in accordance with the recommendations within the Crime Impact Statement and a condition requiring Secured by Design accreditation should be attached.

Historic England (North West) - No comments.

Environment Agency - No objections subject to conditions regarding ground contamination and piling.

Greater Manchester Archaeological Advisory Service - The site has considerable archaeological interest relating to Manchester's Roman origins and early industry, therefore GMAAS recommend a condition requiring a scheme of mitigation to excavate and record any remains.

National Air Traffic Safety (NATS) - Supports the application subject to standard aviation conditions.

Manchester Airport Safeguarding Officer - Has no objection to the proposal subject to a condition regarding a Radar Mitigation Scheme and an informative regarding crane operations during construction.

Greater Manchester Ecology Unit - Recommends conditions to protect nesting birds and requiring biodiversity enhancement measures.

National Planning Casework Unit - No comments.

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

Manchester Conservation Areas and Historic Buildings Panel – observed that these are modest towers compared to those at Owen Street. They queried how much the historic environment and its context had influenced the design as this was not made clear in the submission but felt that this was a more successful response to the site than the original masterplan and in this case the double fronted finger blocks appear more appropriate than a perimeter block. They requested that a full archaeological watching brief and recording takes place due to the archaeology significance of the site.

They raised concerns over the impact on the adjacent public realm and streets below and felt that the towers would create a canyon effect and make the streets unpleasant. They felt that the buildings were too close to the back of pavement and didn't allow much space. They preferred to see a defined boundary and the buildings set back to create more defined public / private realm."

## **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 would develop a high-quality development in an area in need of regeneration. It would create jobs during construction and would add to 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 key site and would 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 in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport – The proposal is in an accessible location close to the Deansgate tram and train interchange and bus routes. This is a highly sustainable location and the development would contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would bring 449 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes, types and tenures, including retirement homes and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 Requiring Good Design - The proposal has been the subject of significant design consideration, consultation and evolution. The buildings and public realm would be of a high quality and would help to raise the standard of design within the area.

Section 8 Promoting healthy communities – The development would facilitate social interaction and help to create a healthy, inclusive community. The provision of retirement homes would help to broaden the City Centre population and 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 application site is in a highly sustainable location and would seek to achieve a 'Very Good' BREEAM rating. An Energy and Sustainability Assessment has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is in Flood Zone 1 (low risk) and a Flood Risk Assessment has been carried out. This is discussed in more detail below.

Section 11 Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposals would not have any significant adverse impacts in respect of the natural environment.

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

## **Core Strategy**

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012 -2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. 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 would therefore support sustainable growth and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction along with permanent employment and facilities in a highly accessible location. It would provide housing near to employment opportunities and therefore help to support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing – The scheme would provide 449 residential units in a highly accessible location and meet demand for housing near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth which 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 reducing the need to travel by private car and make the most effective use of public transport. This would improve physical connectivity 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 the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and provide high quality residential accommodation close to economic and commercial development. It would be close to sustainable transport provision and maximise the potential of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

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

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbo emissions and help to improve air quality.

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

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall In the area. The commercial units would provide services for other residents within the area.

Policy CC8 Change and Renewal – The proposal is a large scheme which would support the employment and retail role of the City Centre's and would improve the accessibility and legibility of the Centre. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The new building would have a high standard of design appropriate to the City Centre context. It would impact on the character and appearance of the nearby Castlefield Conservation Area on the settings of a number of nearby listed buildings. However the impact would not be detrimental and this is set out in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of one, two and three bedroom apartments and homes for over-55s, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would be accessible.

Policy H1 Overall Housing Provision - The development would provide new City Centre homes, consistent with regeneration objectives, and help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 Affordable Housing – A Viability Appraisal has been submitted regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered and that it can support a financial contribution towards off-site affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The development 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 proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

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

Policy EN3 Heritage - The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it. The quality and design of the building would maintain the character and appearance of the nearby

Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

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

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

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

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

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of 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 DM2 Aerodrome Safeguarding – The applicant would ensure that appropriate measures are carried out in relation to the development to ensure that it would not affect the operational integrity or safety of Manchester Airport or Manchester Radar. Where necessary, a condition requiring this should be attached to any permission.

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 maintain the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has an archaeological interest from Roman times and historical industry and a scheme of investigation is proposed and underway.

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 Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

### **Central Manchester Strategic Regeneration Framework**

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

### **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.

## **Manchester Green and Blue Infrastructure Strategy 2015**

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting and green roofs. It would create pedestrian linkages through to the public realm area and riverside walkway proposed as part of the adjacent Owen Street development, improving access to the River Medlock.

## **Great Jackson Street Development Framework**

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. Following an update in 2015, the Framework has just been updated again, with the revised framework being minded to approve by the Executive Committee on 10 January 2018, following public consultation. The overall aim of the updated Framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live, with a range of apartments and two and three storey houses. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections.

The application site is identified in the updated Framework for a mixed residential and commercial development comprising three towers on long podiums with public realm areas in between, linking Great Jackson Street with Owen Street. This is consistent with the current planning application.

## **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.

### **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 applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

- i. Wind Microclimate;
- ii. Townscape and Visual Impact;
- iii. Built Heritage;
- iv. Daylight and Sunlight; and
- v. Air quality.

These issues are dealt with in detail further on in the report below.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

### **Principle of the Proposed Uses 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 the provision of new residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement this development. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to transform a key entry point into the City.

Development Frameworks have been endorsed for the First Street and Great Jackson Street areas which aim to regenerate large parts of the southern edge of the City Centre. The proposal would be consistent with the approved SRF and could act as a catalyst for further development and regeneration, building on the work that is being carried out on Owen Street and helping to establish a new residential area within the City Centre.

The proposal incorporates residential accommodation, residential amenities, ground floor retail/restaurant uses and public realm and would create a critical mass of activity and attract people to the area. It represents an opportunity to expand the active core of the city centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the scheme would contribute to this need within a part of the City Centre 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. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and would promote sustained economic growth within the City.

The proposal would deliver good quality apartments for the private rented and owner occupier markets and would complement the existing residential community in the area. The quality and mix of the product and the size of the apartments have been designed to appeal to several sectors of the market including owner occupiers and renters, as well as older occupants.

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

### **Viability and Affordable Housing Provision**

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

### **Tall Buildings Assessment**

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by 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.

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. In determining applications, the following considerations should be taken into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

- The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

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.

A chapter in the Environmental Statement assesses the historic environment and the visual impact of the proposal upon the identified heritage assets in the vicinity of the site, and is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal. The assessment includes the cumulative impact of development that has been proposed nearby. As the main higher grade heritage assets, (including St Peters Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II\*) and Central Library (grade II\*), Manchester Central (grade II\*) and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Owen Street.

Whilst the site is not within a conservation area and there are no heritage assets directly on or adjacent to the site, it is close to Castlefield Conservation Area, which is to the north-west of the site. The following listed buildings are within the vicinity of the site and are potentially affected by the proposed development: Bridgewater House (Grade II listed) on Chester Road just to the west of the application site; Deansgate Station (Grade II) to the north; Artingstalls Auctioneers (former Congregational Chapel) (Grade II) on Bridgewater Viaduct to the north; Middle Warehouse (Grade II) on Chester Road to the north west; Merchants Warehouse (Grade II) to the north west; St George's Church (Grade II\*) on Chester Road to the west; and 215-219 Chester Road (Grade II) to the west.

The impact of the development on the settings of these heritage assets has been assessed. It concludes that the development would have four instances of negligible impact, one instance of minor adverse impact (Merchants Warehouse) and three instances of moderate-minor adverse impact (Castlefield Conservation Area, Bridgewater Canal Offices and Middle Warehouse).

The site is approximately 100m to the south of the boundary of Castlefield Conservation Area and the impact of the development was assessed on the part of the conservation area closest to the site, which mainly comprises the canal basin.

Despite this proximity, the topography of the area, existing, under-construction and proposed built development, and the presence of Chester Road, which divides the two areas, create a physical and psychological separation. The enclosed set-down nature of the Castlefield Basin assists with this separation and the approved 21 storey development at 2-4 Chester Road would act as a transitional scale of development between the conservation area and the Great Jackson Street area. Whilst the Conservation Area is of high significance, it is considered that the proposal would not significantly affect its heritage value, or the ability to appreciate its significance.



View from Chester Road

The proposal would be visible from Merchants Warehouse, Middle Warehouse and the Bridgewater Canal Offices but it would not impact significantly upon their setting or their significance. The Bridgewater Canal Offices are located approximately 50m to the west and has a limited setting having been designed to be part of a dense street grid without extensive grounds. Views of the listed building would be affected but the impact on its significance would not be negative and the redevelopment of the site should encourage the re-use and refurbishment of it and help to secure its future. The proposal would not cause substantial harm to any heritage assets, as it would not have a physical impact and would not seriously affect any important elements of any of the assets' special architectural or historic interest.

Whilst there would be three moderate-minor adverse impacts on the historic environment, it is considered that those adverse impacts would be outweighed by the public benefits of the scheme, which would include:

- Redeveloping a site that has a negative impact on the townscape;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by businesses and residents;

- Providing new high quality public spaces to the City;
- Positively responding to the local character and historical development of the City Centre, whilst delivering a contemporary design that transforms the local context whilst retaining its significant components;
- Creating a safe and accessible public environment with clearly defined areas and active public frontages to enhance the local quality of life; and
- Providing sustained economic growth.

These public benefits would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected. On balance, therefore, it is considered that the proposed development would enhance the character and appearance of Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act, the 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.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. It has found that the overriding impact would be negligible or neutral, except for viewpoint 1 looking towards the site from Castlegate on Chester Road, where the impact was found to be minor adverse. From this viewpoint the development would be framed by the larger towers of the Owen Street development. Within this view and other close views, such as along Great Jackson Street, the streetscale environment created by the linear blocks is evident and this would create a legible reference to the built character of the area.

The verified views demonstrate that the proposal would add a positive element to the skyline and would be complementary to the emerging character of the area. The city centre skyline expresses the density of the City when viewed from the radial routes. There are numerous tall buildings which form important elements of the skyline and they are an essential part of the character of any dynamic city and the scheme, along with the adjacent Owen Street development, would introduce a clear clustering of buildings to create a dynamic and varied skyline. The buildings would create a transition in scale in relation to the Owen Street development and would serve to reinforce the importance of the site as a point of access to the City Centre. It should also be noted that the principle of taller buildings has previously been established in this part of the City Centre with the adjacent Owen Street site.

The visual assessment has demonstrated that this proposal would not have a significant adverse impact on any views of importance and would create a positive landmark in the area. It would provide an architectural statement of high quality and enhance the City's skyline and have a positive effect on the townscape.

The site has considerable archaeological interest relating to Manchester's Roman origins and early industry. Any archaeological interest would be fully investigated and recorded and this would be secured via a condition.

#### Relationship to Transport Infrastructure



A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to City Centre bus routes and bus stops and to Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development, including the provision of public transport, walking and cycling information and a car club scheme. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

There are no objections to the proposal from an aviation safeguarding aspect subject to the imposition of standard aviation conditions and a condition requiring a Radar Mitigation Scheme before development commences.

#### Architectural Quality

The key factors to evaluate are the building'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 proposal is for tall, high quality buildings that would reinforce this gateway entry point to the city centre and would be consistent with the massing and scale of development established by the Great Jackson Street Development Framework. The proposal would positively contribute to the group of tall buildings on this side of the City Centre, including four towers on Owen Street site, the Beetham Tower and Axis.

The development of three linear blocks would create public realm areas and allow light and connectivity through the site. The tallest elements would be closest to the Owen Street towers, with the lowest tower being adjacent to Great Jackson Street, creating a gradual drop in height towards Great Jackson Street. The towers would be slender and similar in proportion to the Owen Street towers and would have a brick grid that would respond to the Owen Street cladding. The design of the brick grid with double height and width bays at the top and bottom would give the buildings a tri-partite subdivision, which is characteristic of traditional Manchester buildings, and the vertical proportions of the grid and deep recessed glazing would be in keeping with the fenestration of nearby listed buildings, such as Bridgewater House and Castlegate.

The different colours of the brick for the three blocks would respond contextually to their surroundings: the smallest block (Block 2) on Great Jackson street would be a warm red brick, referencing the listed Bridgewater House and the structures and buildings within Castlefield Conservation Area; the tallest block (Block 1) would be a

grey brick to respond to the glazed towers on Owen Street; and the medium block would mitigate the colour change in Blocks 1 and 2 by being a more muted red/orange brick. 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.

Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate to their surroundings.

#### Sustainable Design and Construction

An Energy and Sustainability Assessment sets out the sustainability measures proposed, including energy efficiency and environmental design. It would utilise energy saving design, build, and construction, which would support the transition to a low carbon future and would re-use previously developed land. The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and the commercial elements of it would achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. The scheme would use photovoltaic panels following an assessment of different forms of renewable energy. Given the above, it is considered therefore that the design and construction would be sustainable.

#### 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. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering residential development and is currently delivering residential developments within the St Georges area. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

The design team have previous experience of delivering tall buildings within the City (most notably the Beetham Tower, No1 Deansgate and Owen Street) and have 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.

#### Contribution to Public Spaces and Facilities

The proposal would deliver a significant enhancement, particularly along Great Jackson Street and Owen Street. Over 46 per cent of the site would be dedicated to high quality public realm with a mixture of public and semi-private space. The linear blocks allow the creation of linear areas of public realm and would increase permeability through the Great Jackson Street area to Owen Street and the river.

The streets would differ in their hierarchy and function with the northern most street forming a semi private quieter residential environment. The southernmost street is intended to be the main public thoroughfare through the site.

The public realm would include seating, tree planting and areas of soft landscaping. The new public routes would allow the area to become open and permeable to pedestrians, whilst also encouraging the safe and sustainable movement of people. The new public realm would benefit from the natural surveillance with the townhouses gaining direct access from the streets. This would be reinforced through a coherent lighting strategy consisting of small scale column lighting which will highlight areas of planting and routes through the space. The proposals build upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development within the framework area.

### **Effect on the Local Environment**

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

#### **(a) Daylight, Sunlight and Overshadowing**

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework has envisaged that this site would be developed at a high density and scale.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- Owen Street development (111719/FO/2016);
- Owen Street development public realm (111719/FO/2016);
- Token House development (115591/FO/2017);
- Castlegate apartments on Chester Road;

- 2-4 Chester Road development (113870/FO/2016);
- Deansgate Quay apartments; and
- Hill Quays apartments on Jordan Street.

### Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The ADF method of assessment considers:

- The diffuse visible transmittance of the glazing to the room in question (i.e. how much light gets through the window glass). A transmittance value of 0.8% is assumed for single glazing and 0.65% for double glazed windows;
- The net glazed area of the window in question;
- The total area of the room surfaces (ceiling, walls, floor and windows); and
- The angle of visible sky reaching the window(s) in question.

Whilst the BRE guidelines provide this measure as a tool to understand daylight within proposed dwellings not existing dwellings, if room layouts are known it can provide a useful supplementary measure of daylight.

The results should be interpreted in relation to the sites City Centre location where high density development is encouraged. The facades of the residential buildings around the site were assessed. Overall the impacts can be summarised as follows:

Owen Street – 1977 windows serving 848 rooms were assessed and 1192 windows (60 per cent) would meet the BRE VSC criteria. 405 (20 per cent) would experience alterations between 20-30 per cent (minor impact), 249 (12.5 per cent) would experience alterations between 30-40 per cent (moderate impact) and the remaining 263 (13 per cent) would experience alterations in excess of 40 per cent (major

impact). This development is located within the Great Jackson Street Development Masterplan, and currently has an unusually open aspect being adjacent to a cleared site. A higher degree of obstruction is to be expected in the context of the approved masterplan and there are no residents in the Owen Street yet to experience any loss of light and so there is lower sensitivity to any impact identified to this building. For NSL, 768 (91 per cent) of the 848 rooms assessed would meet the BRE guidelines. 61 would experience alterations between 20-30 per cent (minor impact), 14 would experience alterations between 30-40 per cent and the remaining 5 would experience alterations in excess of 40 per cent. 98 per cent of rooms would retain 50 per cent sky visibility. Overall, the effect on daylight is considered to be minor adverse.

Token House - 132 windows serving 84 rooms were assessed and 91 (69 per cent) would meet the VSC criteria. 39 would experience alterations between 20-30 per cent (minor impact) and the remaining 2 would experience alterations between 30-40 per cent (moderate). A higher degree of obstruction is often unavoidable in a city centre context. The ADF results indicate that all of the rooms analysed would meet the target criteria, except one, which would only marginally fall short. There are no residents in the Token House development yet to experience any loss of light and so there is lower sensitivity to any impact identified to this building. For NSL, all of the rooms assessed would meet the BRE guidelines. Overall, the effect on daylight to this property is considered to be minor adverse.

Castlegate - 62 windows serving 44 rooms were assessed and 56 (90 per cent) would meet the VSC criteria. 1 window would experience alterations between 20-30 per cent (minor impact), 3 would experience alterations between 30-40 per cent (moderate impact) and the remaining 2 would experience alterations in excess of 40 per cent (major impact). The ADF results indicate that all of the rooms analysed would meet the target criteria. For NSL, all of the rooms assessed would meet the BRE guidelines. Overall, the effect on daylight is considered to be minor adverse.

2-4 Chester Road - 456 windows serving 278 rooms were assessed within this property and 437 (96 per cent) would meet the VSC criteria. 11 (two per cent) would experience alterations between 20-30 per cent (minor impact) and the remaining 8 (1.7 per cent) would experience alterations in excess of 40 per cent (major impact). The ADF results indicate that only 12 of the rooms analysed would not meet the target criteria. There are also no residents in place within the building to experience a loss of light, so there is lower sensitivity to any impact identified to this building, and the compliance rate remains high for a city centre location. These windows are also set behind deep recessed reveals and overhanging balconies. A further VSC assessment with the assessment points moved to the front of the balconies, rather than at the recessed window face demonstrates that all the windows assessed would meet the BRE Guidelines. For NSL, 268 (96%) out of the 278 rooms assessed meet the BRE guidelines. Overall, the effect on daylight to this property is considered to be minor adverse.

Deansgate Quay - 62 windows serving 43 rooms were assessed within this property, and 52 (84 per cent) would meet the VSC criteria. Five (eight per cent) of the affected windows would experience alterations between 20-30 per cent (minor impact) and the remaining five affected windows would experience alterations in excess of 40 per cent (major impact). The actual loss of VSC would be relatively

minor, but lower existing values mean greater overall proportional reductions show in the results. For NSL, all of the rooms assessed meet the BRE guidelines. Overall, the effect on daylight to this property is considered to be minor adverse.

Hill Quays - 189 windows serving 87 rooms were assessed, and 119 (63 per cent) would meet the VSC criteria. 18 would experience alterations between 20-30 per cent (minor impact), 18 would experience alterations between 30-40 per cent (moderate impact) and the remaining 34 would experience alterations in excess of 40 per cent (major impact). The actual loss of VSC is relatively minor, as lower existing values mean greater overall proportionate reductions. The lower existing levels are due in part to the adjacent Owen Street development and also due to the deep recessed windows within Hill Quays, meaning that the amount of visible sky is severely restricted by Hill Quay's own design. The compliance rate remains high for a city centre location, and given the building's design. A further VSC assessment with the assessment points moved to the front of the balconies, rather than at the recessed window face demonstrates that 161 (85 per cent) of the 189 windows assessed would meet the BRE Guidelines. This is relevant as it clearly demonstrates that the design of Hill Quays has a significant limiting influence on the availability of daylight received over adjacent development sites. For NSL, 67 (77 per cent) of the 87 rooms assessed would meet the BRE guidelines. One of the affected rooms would experience alterations between 20-30 per cent, 10 of the affected rooms will experience alterations between 30-40 per cent and the remaining nine affected rooms will experience alterations in excess of 40 per cent. Overall, the effect on daylight to this property is considered to be moderate-minor adverse.

### Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21<sup>st</sup> September – 21<sup>st</sup> March).

A sunlight assessment has been prepared in respect of those windows in the properties which face within 90 degrees due south and therefore currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

Owen Street - 1680 windows were assessed for sunlight and 1492 (89%) would meet the BRE criteria for both Winter and Annual PSH. 24 would experience an alteration in Annual PSH of between 20-30 per cent (minor impact), 92 would experience an alteration in Annual PSH between 30-40 per cent (moderate impact) and 102 would experience alterations in APSH in excess of 40 per cent (major impact). 53 windows would experience an alteration in Winter PSH in excess of 40 per cent. 92 per cent of the rooms assessed for sunlight would pass the BRE targets. As noted previously, the Owen Street development is located within the Great Jackson Street Development Masterplan, and at present, the development has an unusually open aspect. In the context of the masterplan, a higher degree of obstruction is to be expected. There are no residents in the Owen Street development yet to experience



any loss of light, and so there is lower sensitivity to any impact identified to this building. Irrespective of these appropriate mitigating factors, the compliance levels still remain high for an urban development. Overall, the effect on sunlight to this property is considered to be minor adverse.

Token House - 132 windows were assessed for sunlight and all would meet the BRE criteria for both Winter and Annual PSH. Overall, the effect on sunlight to this property is considered to be negligible.

Castlegate - 39 windows were assessed and all would meet the BRE criteria for both Winter and Annual PSH. Overall, the effect on sunlight to this property is considered to be negligible.

2-4 Chester Road - 456 windows were assessed and 449 (99 per cent) would meet the BRE criteria for both Winter and Annual PSH. The 7 affected windows would experience an alteration in Annual PSH between 20-30 per cent (minor impact). 4 windows would experience an alteration in Winter PSH of between 20-30 per cent (minor impact) and 3 would experience an alteration in Winter PSH in excess of 40 per cent (major impact). All of the affected windows serve single aspect living kitchen diners, although the proposed sunlight levels remain high for a city centre location. Furthermore, there are no residents in the building to experience a reduction in sunlight as the building is not yet under construction, and so there is lower sensitivity to any impact identified to this building. Overall, the effect on sunlight to this property is considered to be minor adverse.

Deansgate Quay - 62 windows were assessed for sunlight and 59 (95 per cent) would meet the BRE criteria for both Winter and Annual PSH. The windows that do not meet the targets are thought to serve bedrooms, which do not have a requirement for direct sunlight under the BRE Guidelines. Overall, the effect on sunlight to this property is therefore considered to be negligible.

Hill Quays - 189 windows were assessed all of which would meet the BRE criteria for both Winter and Annual PSH. Overall, the effect on sunlight to this property is therefore considered to be negligible.

Owen Street Public Realm – This area was assessed using a Sun Hours on Ground Assessment. The results indicate that the amenity areas would be reduced from 72 per cent of the whole area receiving at least 2 hours of direct sunlight, to 35 per cent of the whole area receiving at least 2 hours of direct sunlight, which is a reduction of 51 per cent. Whilst this would appear to be a significant reduction, it should be considered in the context of the development, the scope of the BRE targets, and the wider Great Jackson Street Masterplan. This public realm area does not exist yet so the sensitivity of the receptor is lower than an existing amenity area in an established residential development. It also forms part of a wider Strategic Regeneration Framework where further high density development was always envisaged. Accordingly, the effect to direct sunlight on the amenity area is considered to be moderate-minor adverse.

The BRE guide recognises that in an urban area, with modern high rise buildings, a higher degree of obstruction may be unavoidable. As well as the fact that the

guidelines are designed to be applied to suburban locations, the above results should also be considered in the context that the application site has been occupied by low rise buildings for many years. As such, the buildings that overlook the site have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposed development on this site would be measured are not considered to be representative of the usual baseline situation that would be encountered within a city centre environment. These factors mean that it is inevitable that there would be a degree of obstruction to the existing levels of daylight and sunlight to the surrounding residential buildings.

Given the city centre location and the mitigating circumstances outlined above, it is considered that the impact of the proposed development would be acceptable.

#### Overshadowing Impacts

The towers have been positioned to make the best use of space within the site, and to provide large areas of public realm that would receive sunlight. Whilst there would be some overshadowing around the site, the proposed development would provide a vibrant space, available to the neighbouring residents, where previously there was none.

It is clear from the above, that there would be some impact from the proposed development on daylight and sunlight levels to the existing residential properties around the site. However, given the city centre location and the mitigating circumstances outlined above, it is considered that the impact of the proposed development would be acceptable.

#### Overlooking

Within the City Centre there are no prescribed separation distances between buildings, and City Centre developments are by their very nature denser and closer together than in suburban locations. Whilst there are no existing residential properties within close vicinity of the site, the site layout has been considered carefully in relation to adjacent future residential properties, maintaining adequate separation distances between the proposed buildings and adjacent properties.

The position of the towers in relation to the adjacent Owen Street towers means that any overlooking would be minimised with no facades directly facing each other and adequate separation distances for this city centre location. Likewise, the separation distances between the three buildings themselves are considered to be acceptable in this context. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on those residential developments affected.

#### (b) Wind

A wind microclimate study has assessed the impact of wind on the pedestrian environment and includes an assessment including future developments around the site. It acknowledges that there would be an impact in terms of safety and comfort,

but the introduction of mitigation measures would create suitable conditions for existing and planned uses in and around the site. The situation would improve when combined with schemes proposed as part of the Great Jackson St SRF. Specific measures on site include tree and hedge planting, porous screens and parapets, and recessed entrances.

Given the above, it is considered that, whilst it is likely that there would be some impact in terms of wind effects on the pedestrian environment around the development in terms of safety and comfort but that these effects are capable of mitigation to achieve acceptable conditions.

#### (c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. The air quality assessment has shown that the location is suitable for residential use without the inclusion of mitigation measures. Additionally, impacts from vehicle exhaust emissions, once the development is operational, are considered not to be significant and would not require mitigation measures. Given the above, it is considered that the proposal would have an acceptable impact on air quality.

#### (d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the food and drink uses could be controlled through a condition.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

#### (e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on telecommunications as a result of the proposal. Any impact would most likely be in the shadow zone to the south east of the site. The report concludes that any signal degradation would be negligible, with digital strength in the area generally strong enough to overcome attenuation caused by the buildings. Television signals from satellite systems would not be adversely affected. A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

#### (f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and there are no highway objections, subject to agreement of details regarding the car park ramp and access system, the submission of which could be a condition of any consent granted. It is considered therefore that the proposed use would not have a significant impact on vehicle movements.

Sufficient parking exists on site to meet future residents' needs and, as discussed above, the site is well located close to alternative transport means.

#### **Contribution to Permeability**

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, is an important planning consideration.

The Owen Street site, with the River Medlock beyond, lie along the site's north eastern boundary. Almost half of the application site would be dedicated to new public realm areas in the form of two 'streets' that would run through the site from Great Jackson Street to Owen Street, improving the public environment and increasing permeability through to Owen Street where a large riverside public square and riverside walkway would be created. The landmark buildings would improve legibility and the public realm improvements and the ground floor commercial units would provide active street frontages and improve permeability.

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**

A high quality design is proposed that would include a wide mix of apartment sizes. This could attract a range of potential occupants and help to foster a mixed community within the area and wider city centre. Roof gardens would be provided above the podiums along with the extensive public realm areas. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site. The public realm created would link to Owen Street and the rest of the Great Jackson Street area. In addition, residential amenity facilities are proposed, which would help to foster a sense of community.

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

#### **Waste and Recycling**

Bin stores would be provided within the basement of each block. The proposal would operate a refuse chute system for the apartments that would separate the waste by type. The management company would transport bins to and from street level on collection days, with collection points on Great Jackson Street and Owen Street. Waste would be collected on a weekly basis by a private company. Bin provision would include:

Building 1 (residential): 3no. 1100L bins for general refuse; 8no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Building 2 (residential): 2no. 1100L bins for general refuse; 4no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Building 3 (residential): 2no. 1100L bins for general refuse; 6no. 1100L bins for pulpable and mixed recycling; and 1no. 1100L bin for organic waste.

Commercial waste: 2no. 1100L bins for general refuse; 3no. 1100L bins for pulpable and mixed recycling; and 3no. 1100L bin for organic waste.

The proposal incorporates a compaction system collected by a private operator. However, the bin storage area could accommodate more bins in line with City Council standards, should the Council be required to collect the waste in the future. A condition should be attached requiring details of how the chute system would be managed. A condition requiring waste strategies for the commercial units should also be attached.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

### **Full access and Inclusive Design**

The proposal would provide level access into and throughout the buildings and across the site. A minimum of five per cent of parking spaces would be fully accessible. The proposal 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 apartments would bring additional vitality to the area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The proposal has been designed in accordance with the principles of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime, and the application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement confirms support for the design approach and includes recommendations for a number of detailed design measures to be incorporated into the finished scheme. It is recommended a condition be attached to any approval requiring 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.

## **Green and Blue Infrastructure**

A number of trees and bushes would be removed as part of the scheme. Two pedestrianised routes would be provided across the site where trees would be replaced on a 3:1 basis. There would be green roofs on each podium to provide amenity space for residents. The routes through the site would improve permeability through the Great Jackson Street area and provide linkages to the Owen Street site where a large public square and riverside walkway would be created adjacent to the River Medlock. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

## **Ecology and Biodiversity**

The proposal would have no adverse effect on statutory or non-statutory designated sites. The nature of the site is poor for use by foraging bats, and the Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

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**

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy recommends a condition to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

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**

The Environment Agency flood maps show that the application site lies within Flood Zones 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance. The assessment considers how surface water would be managed and suggests measures for achieving Sustainable Drainage System (SuDS), including pervious pavements and green roofs. Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration



and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

### **Conclusion**

It is considered that a mixed use development incorporating tall buildings and the proposed level of residential and commercial units would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for tall buildings and the development would be well designed and of a high quality, achieving a striking landmark development at this important gateway site. It would fulfill an important role in providing residential accommodation within the City Centre.

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

It is considered that the development would enhance the character and appearance of Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings. The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm and permeability within the area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

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

### **Article 35 Declaration**

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, aerodrome safeguarding, ecology, biodiversity, archaeology and amenity.

### **Reason for recommendation**

#### **Conditions to be attached to the decision**

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

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

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

10036-A-B5D8-G000-XP-P-001 EXISTING LOCATION PLAN  
10036-A-B5D8-G100-E-NE-001 Rev 01 PROPOSED NORTH EAST SITE  
ELEVATION  
10036-A-B5D8-G100-E-NW-001 Rev 01 PROPOSED NORTH WEST SITE  
ELEVATION  
10036-A-B5D8-G100-E-SE-001 Rev 01 PROPOSED SOUTH EAST SITE  
ELEVATION  
10036-A-B5D8-G100-E-SW-001 Rev 01 PROPOSED SOUTH WEST SITE  
ELEVATION  
10036-A-B5D8-G100-MP-P-001 Rev 01 EXISTING MASTERPLAN  
10036-A-B5D8-G100-MP-P-002 Rev 01 EXISTING MASTERPLAN  
10036-A-B5D8-G100-XE-NE-001 EXISTING NORTH EAST ELEVATION  
10036-A-B5D8-G100-XE-NW-001 EXISTING NORTH WEST ELEVATION  
10036-A-B5D8-G100-XE-SE-001 EXISTING SOUTH EAST ELEVATION  
10036-A-B5D8-G100-XE-SW-001 EXISTING SOUTH WEST ELEVATION  
10036-A-B5D8-G100-XP-P-001 EXISTING PLAN  
10036-A-B5D8-G110-P-001 DEMOLITION PLAN  
10036-A-B5D8-G200-E-NE-001 Rev 01 GA NORTH EAST ELEVATION  
10036-A-B5D8-G200-E-NW1-001 Rev 01 GA NORTH WEST ELEVATION (1)  
10036-A-B5D8-G200-E-NW2-001 Rev 01 GA NORTH WEST ELEVATION (2)  
10036-A-B5D8-G200-E-NW3-001 Rev 01 GA NORTH WEST ELEVATION (3)  
10036-A-B5D8-G200-E-SE1-001 Rev 01 GA SOUTH WEST ELEVATION (1) 10036-  
A-B5D8-G200-E-SE2-001 Rev 01 GA SOUTH WEST ELEVATION (2)  
10036-A-B5D8-G200-E-SE3-001 Rev 01 GA SOUTH WEST ELEVATION (3)  
10036-A-B5D8-G200-E-SW-001 Rev 01 PROPOSED SOUTH WEST ELEVATION  
10036-A-B5D8-G200-E-TY-001 Rev 01 TYPICAL STREET ELEVATION

10036-A-B5D8-G200-P-00-001 Rev 02 GA GROUND FLOOR PLAN  
10036-A-B5D8-G200-P-01-001 Rev 02 GA FIRST FLOOR PLAN  
10036-A-B5D8-G200-P-02-001 Rev 01 GA SECOND FLOOR  
10036-A-B5D8-G200-P-03-001 Rev 01 GA THIRD FLOOR PLAN  
10036-A-B5D8-G200-P-04-001 Rev 01 GA FOURTH FLOOR  
10036-A-B5D8-G200-P-15-001 Rev 01 GA LEVEL 15 FLOOR PLAN  
10036-A-B5D8-G200-P-16-001 Rev 01 GA LEVEL 16 FLOOR PLAN  
10036-A-B5D8-G200-P-23-001 Rev 01 GA LEVEL 23 FLOOR PLAN  
10036-A-B5D8-G200-P-24-001 Rev 01 GA LEVEL 24 FLOOR PLAN  
10036-A-B5D8-G200-P-29-001 Rev 01 GA LEVEL 29 FLOOR PLAN  
10036-A-B5D8-G200-P-30-001 Rev 01 GA LEVEL 30 FLOOR PLAN  
10036-A-B5D8-G200-P-B1-001 GA BASEMENT PLAN  
10036-A-B5D8-G200-P-RF-001 Rev 02 GA ROOF PLAN FLOOR 31 (BUILDING 1)  
PLAN FLOOR 17 (BUILDING 2) PLAN FLOOR 25 (BUILDING 3)  
10036-A-B5D8-G200-P-TY1-001 Rev 01 GA TYPICAL TOWER PLAN FLOORS 05-14  
10036-A-B5D8-G200-P-TY2-001 Rev 01 GA TYPICAL TOWER PLAN FLOORS 17-22  
10036-A-B5D8-G200-P-TY3-001 Rev 01 GA TYPICAL TOWER PLAN FLOORS 25-28  
10036-A-B5D8-G200-S-AA-001 Rev 01 GA SECTION AA  
10036-A-B5D8-G200-S-BB-001 Rev 01 GA SECTION BB  
10036-A-B5D8-G200-S-CC-001 Rev 01 GA SECTION CC  
10036-A-B5D8-G251-D-TY1-001 TYPICAL FACADE DETAIL TOWER FACADE  
10036-A-B5D8-G251-D-TY2-001 Rev 01 TYPICAL FACADE DETAIL PODIUM FACADE  
10036-A-B5D8-G251-D-TY3-001 GA TYPICAL TOWER PLAN FLOORS 25-28

Design and Access Statement by Simpson Haugh Architects dated June 2017  
reference 10036-A-B5D8-RPT-DAS-001;  
Planning Statement by Paul Butler Associates;  
Heritage Statement by Paul Butler Associates;  
Environmental Statement Volume 1;  
Environmental Statement Volume 2;  
Environmental Statement Non-Technical Summary;  
Tall Buildings Statement by Paul Butler Associates;  
Archaeological Assessment by Archaeological Research Services;  
Phase 1 Geo Environmental Site Investigation by RoC Consulting;  
Landscape Scheme by DEP Landscape Architecture;  
Noise Impact Assessment by REC Ltd;  
Ecology Assessment by Urban Green;  
Arboricultural Report by Urban Green;  
Daylight, Sunlight and Overshadowing Assessment by GIA;  
Crime Impact Assessment by Greater Manchester Police;  
Transport Assessment and Travel Plan by Curtins;  
Energy and Sustainability Assessment and BREEAM Pre-assessment by Watt  
Energy & Engineers Consulting;  
Flood Risk Assessment/Drainage Strategy by RoC Consulting;  
Air Quality Assessment by Redmore Environmental;  
Wind Assessment by BMT Fluid Mechanics;

Townscape and Visual Assessment by Fabrik;  
Waste Management Plan by Vectos;  
Television Reception Survey by Astbury Ltd;  
Demolition Method Statement by Total Demolition.

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

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 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 take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

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

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

6) 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.

7) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include:

- Display of an emergency contact number;
- Details of Wheel Washing;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

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 Manchester Core Strategy (July 2012).

8) 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.

9) The development shall not commence unless and until full details of the car park vehicular ramp have been submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

10) The development shall not commence unless and until full details of the signal controlled vehicular access system have been submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

11) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the

City Council as local planning authority. The approved EVC infrastructure shall be put in place before the car park use commences and shall be retained thereafter.

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

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

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

13) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse in relation to the residential uses (C2 and C3) has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

14) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse in relation to the commercial uses (A1, A2, A3, A4, B1, D1 and D2) has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

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

- a. Details of the proposed hard landscaping materials;
- b. Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building

- c. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- d. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- e. Details of the proposed street furniture including seating, bins and lighting;
- f. Details of any external steps and handrails;
- g. A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

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

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

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

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 fourteen days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the 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 order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

16) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/dischage the above drainage condition the following additional information has to be provided:



- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away towards the less vulnerable areas i.e. open spaces, and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the entrance to the car park, properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change events;
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

18) No development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2), in consultation with the Aerodrome Safeguarding Authority for Manchester Airport, and approved in writing by the City Council as local planning authority. No construction work shall be carried out on site above 25 metres above ground level unless and until the approved Radar Mitigation Scheme (RMS) has been implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

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

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury dated 7 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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

20) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the Mancunian Way and Chester Road, surrounding road networks, and any other actual or potential sources of noise that require consideration on or near the site, including any local commercial/industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed and a post-completion report submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied.

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

21) Before any of the A3 (including the rooftop restaurant provided for use by occupants of the retirement living suites), A4, D1 or D2 uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

23) Fumes, vapours and odours shall be extracted and discharged from the A3 and A4 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented before the use commences.

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

24) The commercial uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

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

07:30 to 20:00, Monday to Saturday,  
10:00 to 18:00, Sunday/Bank Holiday.

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

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

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

28) 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 section 3.3 of the submitted Crime Impact Statement dated (03/07/2017 – URN:2017/0462/CIS/01) 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.

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

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

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

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

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

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

32) Before first occupation of any of the ground floor commercial uses the following details shall be submitted to and agreed in writing by the City Council as local planning authority:

- a. a shop front and signage strategy;
- b. a layout and design strategy for any outside furniture and associated fixtures and fittings.

The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

33) 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.

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

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

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

Reason - In the interest of visual amenity.

### **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: 116850/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management  
City Centre Renegeration  
Housing Strategy Division  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
National Air Traffic Safety (NATS)  
Manchester Airport Safeguarding Officer  
Civil Aviation Authority

Natural England  
Greater Manchester Ecology Unit  
Castlefield Forum  
National Planning Casework Unit  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
United Utilities Water PLC

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  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Greater Manchester Archaeological Advisory Service  
National Air Traffic Safety (NATS)  
Manchester Airport Safeguarding Officer  
Greater Manchester Ecology Unit  
National Planning Casework Unit  
United Utilities Water PLC  
Apartment 412, Middle Warehouse, Castle Quay, Manchester, M15 4NT  
Flat 27, Deansgate Quay, 388 Deansgate, Manchester, M3 4LB

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



 Application site boundary  Neighbour notification  
© Crown copyright and database rights 2018. Ordnance Survey 100019568