

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
119806/FO/2018	25 <sup>th</sup> Apr 2018	28 <sup>th</sup> June 2018	Deansgate Ward

**Proposal** Erection of two tall buildings (51 storeys and 21 storeys) comprising 664no residential units (use class C3) and commercial space (A1, A3 or D1), provision of two levels of basement parking, alterations to surface level car park, landscaping, highway alterations, access and associated works.

**Location** Land Bounded By Chester Road, Mancunian Way And Former Bridgewater Canal Offices , Manchester

**Applicant** DQ Investments Limited, C/o Agent,

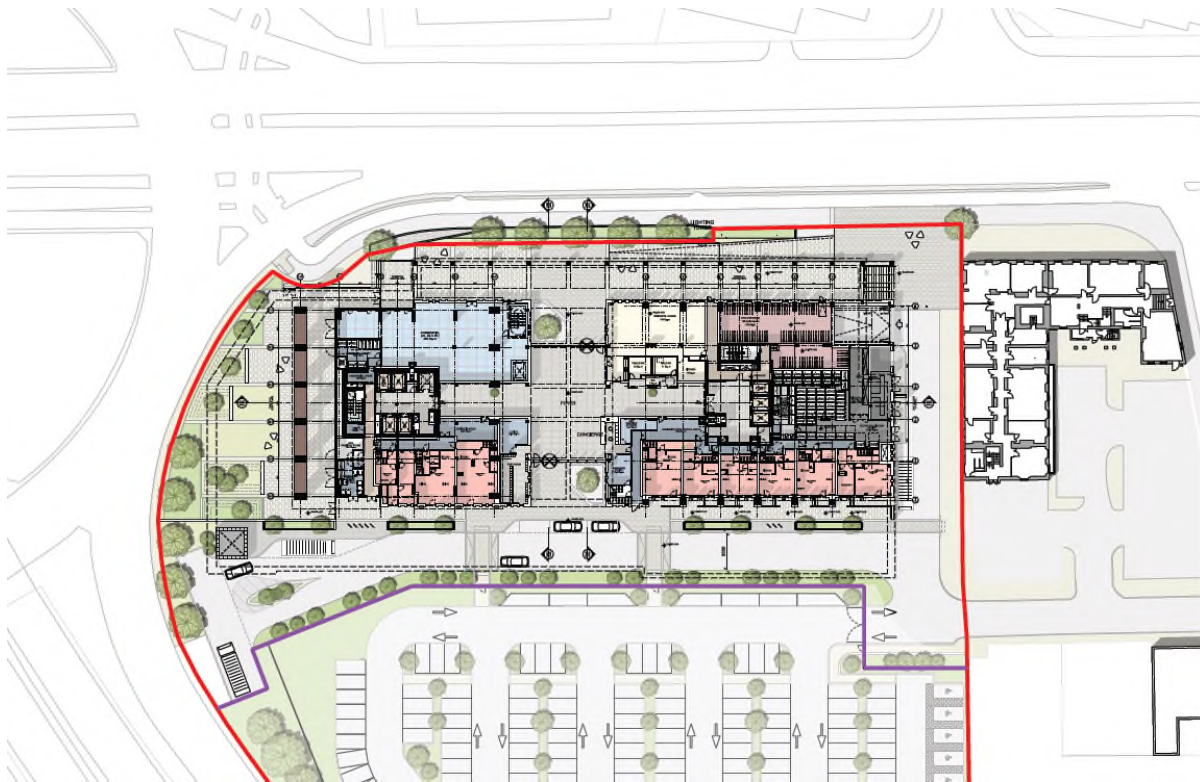
**Agent** Mrs Rachel Poole, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

### **Description**

The site is 1.6 ha and lies within the Great Jackson Street Strategic Regeneration Framework Area (SRF) close to a key entry point into the city centre. It is bounded by the Mancunian Way; Chester Road; the former Bridgewater Canal Offices and a surface level car park; and a slip road off the Mancunian Way linking into Melbourne Street and Crown Street. The site includes three cleared sites, which are used as surface car parks, and is dissected by Crown Street, Pryme Street and part of Silvercroft Street.

The Great Jackson Street area includes cleared sites, light industrial uses and temporary car parking, as well as the Gaddum Centre, which is a three storey red brick office building with a pitched tiled roof on Great Jackson Street. The Owen Street development site, where four residential towers are under construction is to the north west. There are residential properties on the opposite side of Chester Road at City Gate, Castle Quay and Castlegate, and there is a considerable amount of residential development within the wider area in Castlefield and beyond the Mancunian Way in Hulme.

The Castlefield Conservation Area is on the opposite side of Chester Road and the development could affect the settings of a number of listed buildings, including: the former Bridgewater Canal Company offices (Grade II listed) to the north east of the site at the junction of Chester Street/Great Jackson Street; Middle Warehouse (Grade II) on Chester Road to the north; the School House (Grade II) on Jackson Crescent across the Mancunian Way to the south of the site; and St Georges Church (Grade II\* listed), including its walls and gates (Grade II), which is to the west of the site across the Mancunian Way roundabout.



## **The Proposal**

The proposal divides the site into two areas: Area A comprises the northern part of the site along the Chester Road frontage and would contain the built element of the proposal; Area B comprises the southern part of the site fronting the Mancunian Way and would be re-laid and landscaped to provide a 260 space public car park. The remodelling of the car park in Area B would be a temporary measure until future development comes forward.

The development of Area A would comprise two residential buildings (Buildings C1 and C2) connected by a two storey podium. Building C2 would be a 51 storeys and front Chester Road, the Mancunian Way and St George's roundabout. Building C1 at 21 storeys would front onto Chester Road and be adjacent to the Grade II listed former Bridgewater Canal Offices.

The application proposes:

- 664 apartments consisting of 31 per cent one bedroom, 60.5 per cent two bedroom, 8.3 per cent three bedroom and 0.2 per cent four bedroom;
- 260 residents car parking spaces over a two level basement car park, including 13 accessible spaces and 5 electric charging points;
- Provision of 664 cycle spaces, 1 cycle space per residential unit;
- 665 sq. m of commercial space (A1, A3 or D1);
- Ancillary residential amenity space, including a swimming pool and gym;
- Upgrade and reconfiguration to the remainder of the existing surface level car park to create 260 public car parking spaces with landscaping;
- Landscaping to the boundary of the building, in particular to the western edge of Building C2;

- Pedestrian access to the commercial unit via an entrance on Chester Road;
- Servicing from a spur off Crown Street, which is also where the ramped car park entrance would be located.

Building C1 would have 168 apartments, Building C2 would have 481 apartments and the podium level for both buildings would have 15 residential units. Nine two-storey townhouses would front onto the access road to the south of the building. The ground floor of the podium would also house a central foyer and concierge desk with the main entrances into the building being off Chester Road and Silvercroft Street. There would also be a two storey commercial unit in the north west corner of the podium, cycle storage, pre-collection holding areas for refuse and refuse storage areas for the townhouses and the commercial unit.

The main bin stores for the apartments would be in the basement, with residents using tri-separator waste chutes that would separate the waste by type using a colour coded system. The management company would be responsible for transporting bins to the ground floor holding area prior to collection via the main vehicle ramp. An electric bin trolley tug would be used to collect and manoeuvre up to three 1100L Eurobins at a time, from the basement level bin stores to the ground floor holding area and back again. Bin collections for the majority of the building would take place from a loading bay on the access road at the eastern end of the building. A further loading bay would be provided at the other end of the building on the access road, for the commercial waste and the waste from the townhouses located within Building C2.

Bin provision would include:

Apartments: 153no. 1100L Eurobins

Townhouses: 9no. 240L bins for general refuse; 9no. 240L bins for mixed pulpable recycling; and 9no. 240L bins for co-mingled waste.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste: 3no. 1100L Eurobins for general refuse; 2no. 1100L Eurobins for paper/card recycling; and 2no. 1100L Eurobins for co-mingled recyclables.

The podium would be constructed from a weathered and textured beige/buff brick. The Chester Road frontage would have an open two storey colonnade with a glazed roof, with a 1:21 ramp adjacent to the colonnade providing access from Chester Road. Each tower would be cut back at second floor level, with the western half of Building 2 being cut back at the fourth and fifth floor levels, providing a visual separation to the buildings from the podium. The cut back would provide private roof terraces to apartments on the second floor. Building 2 would have a vertical set back running up the building on the Chester Road and Silvercroft Street elevations, and would have an overhang at sixth floor level at its western end, with the overhang sitting on large six storey grid structure. Building C1 would have a vertical set back running up the building on its eastern and western elevations.



View looking south west along Chester Road



View looking east across Chester Road/Mancunian Way roundabout

Each tower would have a series of cut backs at the upper levels, where roof gardens would be created, screened by clear double or triple height glazed units. Communal residents' gardens would be created on Level 44 and level 16 and private roof terraces would be created on other levels where the buildings are set back. Level 44 would provide an entire amenity level for residents, with a swimming pool and gym, as well as the roof garden area.

The towers would have a tartan grid pattern to the elevations formed with a primary recessed grid of dark bronze insulated aluminium panels which would follow the structural columns of the tower. This grid would be recessed within a unitised curtain walling system, creating a series of double height projecting bays. A further grid is created on the centre line of the projecting bays, using flush back-painted bronze toned glass. Ventilation panels would be perforated metal sheets and flanked by clear glazing.

The site would be landscaped to provide replacement trees and a pocket park at the western end of the Building C2. Area B of the site would be surfaced to provide delineated parking rows, separated by hedgerows and native tree planting. The periphery of the car park adjacent to the Mancunian Way would be planted with native shrubs, with more ornamental planting to the northern boundary of the site.

### **Consultations**

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

Height - concern that so many high rises are becoming predominant, with the Owen Street development already dominating views from St Georges and the high rise developments being built along Chester Road being far too close to the road. The development would be imposing and Middle Warehouse would be completely closed, negatively impacting on the appearance of the area and the listed building.

Loss of sunlight to Middle Warehouse apartments and balconies, which would be in shadow from 9am to 2pm in Spring and Autumn, and in total shadow in winter.

Overlooking – occupants of the new building would be able to look directly onto balconies and into the living rooms of apartments in Middle Warehouse with no screening proposed.

Noise – the proposal includes commercial units with ‘flexible’ opening hours, which could cause a noise nuisance. Noise and disturbance from construction.

Parking - The introduction of commercial properties would worsen traffic around the Chester Road roundabout and those visiting the complex may park at Middle Warehouse in visitor spaces. The car park should be underground.

High winds would create a nuisance.

Pocket park would need to be closed in high winds and would not be an attractive place to go next to the Mancunian Way roundabout.

Potential noise nuisance from roof top grill similar to the one on the Beetham Tower.

Lack of parking.

The cycle parking and electric vehicle charging point space provision, as well as the lack of parking presume a sea-change in habits and bear no realistic relationship to the high number of residential units.

Renaker should invest in the existing City Centre green spaces.

Does not cater for long-term residents as there is no provision for a school, nursery or doctor.

Whilst Deansgate is a major hub for the metrolink and the number 2 free bus there is only one train a day to Victoria from Deansgate so residents of the new development would have to walk up to Oxford Road to catch a train to Victoria and other northern towns. Consideration should be given to Deansgate being made a stopping station. See-through noise barriers should be put up along the Mancunian Way/Chester Road.

Lack of affordable housing.

Highway Services - No objections subject to further details of the proposed service road, vehicle circulation, servicing management strategy, swept path analysis for refuse vehicles, public realm management, a Full Travel Plan and a Construction Management Plan.

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

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

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

Greater Manchester Police - Recommends a condition requiring Secured by Design accreditation be attached to any permission.

Historic England (North West) - No objection to the application on heritage grounds.

Environment Agency - Recommend reference to the Environment Agency's Guiding Principles for Land Contamination and consultation with Environmental Health as there could be a medium risk of pollution to controlled waters.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, late 18th and 19th century workers' housing and an early 19th century cotton mill. Therefore, GMAAS recommend a condition requiring a scheme of mitigation to excavate and record any remains.

Greater Manchester Ecology Unit - no objections to the above application on nature conservation grounds.

National Air Traffic Safety (NATS) - The proposed development is expected to have a technical impact on the Manchester M10 Radar located at Manchester Airport, which should be mitigated through the imposition of aviation conditions on any approval.

Manchester Airport Safeguarding Officer - No objection.

Natural England - No objection.

Manchester Conservation Areas and Historic Buildings Panel – “The Panel was concerned over the quality of the public realm and whether it would end up as a private space that was unusable due to downdraughts or overshadowing.

The Panel would like to see how the building fits in to its context including all of the proposed buildings in the framework to fully assess their cumulative impact on the area. The Panel noted that Bridgewater House would be overshadowed by the scale of the development but it should not be left behind in the proposals for the area. The Panel would like to see the restoration and repair of this listed building brought forward as soon as possible. The Panel mentioned that the site and other sites in the area had significant archaeological potential and that this should be fully investigated and considered as part of the proposals.”

## **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 664 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes, types and tenures 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 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 Environmental Standards and Energy Statement 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 have an impact on views from within Castlefield Conservation Area and 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 664 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 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 that would support the employment and retail role of the City Centre 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 have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed 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 townhouses, 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 – Members of the Committee should be aware that the Council has an interest in the land subject to the application. It is through this interest that the Council will address contributions towards affordable housing and this would satisfy the requirements of policy H8. It is on this basis that, in this instance, as affordable housing contributions are to be made through the land transaction with the City Council, a section 106 is not required.

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 development would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is set out in more detail later in the report.

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 have an impact on the character and appearance of the nearby Castlefield Conservation Area and 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 housing, and a scheme of investigation is proposed.

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 planning application is consistent with the updated Framework.

## **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:

- Townscape and Visual Impact;
- Historic Built Environment;
- Noise and Vibration;
- Air Quality;
- Water Resources;
- Daylight and Sunlight;
- Wind Microclimate;
- Solar Glare; and
- Ground Conditions and Contamination.

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 Great Jackson Street 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 commercial uses (which could include a shop or doctor's surgery) 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 and houses 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.

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. Given the land interest of the City Council, this contribution would be delivered through the overarching land deal between the applicant and the City Council to ensure that an affordable housing contribution is secured and made available. As the contribution towards affordable housing is to be secured through the land deal between the applicant and the City Council, it is considered that the proposal meets the requirements of policy H8 'Affordable Housing' and PA1 'Planning Obligations' in this instance.

## **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.

Chapters in the Environmental Statement assess the historic environment and the visual impact of the proposal upon the identified heritage assets in the vicinity of the site, with the application supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal. The assessment includes the cumulative impact of development 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, it is close to Castlefield Conservation Area, which is to the north/north-west of the site. The following listed buildings are within the vicinity of the site and are potentially affected by the proposed development: the former Bridgewater Canal Company offices (Grade II listed) adjacent to the north east boundary of the site at the junction of Chester Street/Great Jackson Street; Middle Warehouse (Grade II) on Chester Road to the north; Merchants Warehouse (Grade II) to the north; Artingstalls Auctioneers (former

Congregational Chapel) (Grade II) on Bridgewater Viaduct to the north; Rochdale Canal Lock 92 (Dukes Lock) (Grade II) to the north; Manchester South Junction and Altrincham Railway Viaduct (Grade II) to the north/north east; Deansgate Station (Grade II) to the north east; the School House (Grade II) on Jackson Crescent across the Mancunian Way to the south of the site; and St Georges Church (Grade II\* listed), including its walls and gates (Grade II), which is to the west of the site across the Mancunian Way roundabout.

The impact of the development on the settings of these heritage assets has been assessed through the appraisal of nine different viewpoints. It concludes that the development would have two instances where the proposed development would not be visible, three instances of negligible impact, two instances of minor adverse impact (in terms of the setting of Middle Warehouse and the character of Castlefield Conservation Area), one instance of moderate adverse impact (in terms of the setting and visual appreciation of St George's Church) and one instance of minor beneficial impact (in terms of providing an improved setting to the former Bridgewater Canal Offices).

The site is adjacent to the southern boundary of Castlefield Conservation Area. However, the topography of the area, existing, nearby development under construction and the presence of Chester Road create a physical and psychological separation. The enclosed, set-down nature of Castlefield Basin assists with this separation and, as any tall developments on the application site are likely to be seen as modern developments in the distance, the development should not affect the appreciation or understanding of the Castlefield Basin and its historically multi-level character. However, when looking southwards from the centre of the canal basin and south westwards from within the basin, the proposal would introduce a significant new element to the skyline, appearing to the rear of Middle Warehouse. The two towers of the proposal would introduce a dominant vertical element into a formerly low-level industrial landscape, which is predominantly 19th century in character with little vertical emphasis, and which currently has a considerable sense of enclosure and separation from the wider city. It is considered therefore, that from these viewpoints the proposal would have a minor adverse impact on the setting of the Grade II listed Middle Warehouse and the character of Castlefield Conservation Area.

The proposal would also have an impact on the setting of the Grade II\* listed St George's Church when looking eastwards from the junction of Arundel Street and Ellesmere Street. The proposal would introduce a significant new feature into a view that is currently dominated by the church and become the dominant feature when viewed from here. The taller tower of the proposal would be prominently visible above the east end of the church and would compete with its tower and detract from its dominance and integrity. As such, it is considered that the proposal would have a moderate adverse impact on the setting and visual appreciation of the listed church.

The proposal would have a minor beneficial impact on the setting of the adjacent grade II listed former Bridgewater Canal Offices. This building has lost its visual relationship with Castlefield Conservation Area due to post-industrial developments, the modern road infrastructure and its position within an area characterised by surface car parking. The podium and colonnade of the proposal has been designed

to respond to the height and articulation of the canal offices, reinstating an appropriately scaled streetscape in which the listed building would sit. The proposal would have a positive impact on the environment surrounding the listed building and should encourage its re-use and refurbishment, helping 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 one moderate-minor adverse impact and two 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 area;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre at a key gateway location into 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 and contributing to the creation of a new community as part of the Great Jackson Street Masterplan;
- Providing new high quality public spaces to the City;
- Improving connectivity to Manchester's green and blue infrastructure, including Hulme Park and the River Medlock;
- 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, 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 cumulative impact when considered alongside other consented schemes would be negligible or moderate/minor beneficial, apart from two viewpoints where the proposal was considered to have a minor adverse impact. These were from the Museum of Science and Industry and the Roman Fort on Liverpool Road. These are historic spaces where tall buildings do not form part of the townscape character or view, so the development would appear as a more intrusive element. Overall, however, 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 that form important elements of the skyline and these are an essential part of the character of any dynamic city. The scheme, along with the nearby Owen Street development and other consented schemes in the area, 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 nearby 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 archaeological interest relating to Manchester's Roman origins, former late 18<sup>th</sup> and 19<sup>th</sup> century workers' housing and an early 19<sup>th</sup> century cotton mill. Any archaeological interest would be fully investigated and recorded and this should 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 bus routes and bus stops, Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links and 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 Manchester Airport. However, NATS safeguarding have found that the proximity, physical size and relative orientation of the development is sufficient to generate false tracks on the Manchester M10 Radar. The applicant is in discussion with NATS with regard to agreeing a Radar Mitigation Scheme and the outcome of this will be reported to committee.

#### 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 two 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, Beetham Tower and Axis.

The development would retain the majority of the original urban grain of the area, as well as incorporating a pedestrian through-route from Chester Road into the site. The tallest building would be adjacent to the Chester Road/Mancunian Way roundabout signifying this major gateway entry point into the City Centre. The development then steps down to acknowledge the more domestic scale of the adjacent listed former Bridgewater Canal Offices. The podium would have a scale and materials to respond to the adjacent listed building, providing a streetscape to complement them. The podium, set-backs and overhangs at the bottom, the glazing with structural grid pattern of the main body of the towers, and the clear glazing around the roof top gardens give the buildings a tri-partite subdivision, which is characteristic of traditional Manchester buildings. The vertical proportions of the glazing and the 3D form would be in keeping with the fenestration of nearby listed buildings, such as the former Bridgewater Canal Offices and Middle Warehouse.

The buff/beige brickwork and the bronze grid to the elevations would reflect the nearby listed buildings and the structures and buildings within Castlefield Conservation Area. 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 Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, along with high quality design and construction standards to improve the energy efficiency of the buildings. The proposal would thereby 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. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy 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. 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, including a number of tall buildings, such as the Owen Street development and No1 Water Street. 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 includes landscaping to the perimeter of the building, including a public space to the north-west corner of the site. In addition, the public car park would be upgraded with tree and shrub planting as an interim measure. As part of the Great Jackson Street Regeneration Framework, Crown Street Phase 2 would then bring forward a large amount of public realm, which would be accessible to all, although this is subject to the consideration of a future planning application.

The apartments would bring activity to this area and that use, along with the commercial unit, would enliven and provide natural surveillance to the Chester Road frontage. The townhouses would promote activity and natural surveillance along Silvercroft Street, overlooking the temporary car park and the future public realm. The proposal would provide permeability and connect the site to Deansgate, Hulme, Castlefield and First Street through pedestrian and cycle linkages across the site.

The proposal builds 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 Overlooking

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:

- Castlegate apartments on Chester Road;
- City Gate apartments on Blantyre Street; and
- Castle Quay apartments and commercial units.

### Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). 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 results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 523 windows serving 303 rooms

within the three surrounding properties of Castlegate, Citygate and Castle Quay have been assessed for daylight. Overall the impacts can be summarised as follows:

**Castlegate** - 133 windows serving 94 rooms were assessed. For VSC, 76 (57%) would meet the BRE criteria, 35 (26%) would experience an alteration of between 20 and 30%, 17 (13%) would experience an alteration of between 30 and 40%, and the remaining five (4%) would experience alterations in excess of 40%. The loss of VSC would be relatively minor, but lower existing values mean greater overall proportional reductions show in the results. This is because the affected windows are recessed within the façade, behind overhanging balconies, which means that the view of sky to these windows/rooms is already restricted, placing a large burden on the proposed development to maintain already low levels of views of the sky. For NSL, 91 (97%) of the 94 rooms assessed would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be moderate adverse in significance.

**Castle Quay** - 152 windows serving 78 rooms were assessed for daylight within this building. For VSC, 39 (26%) windows would meet the BRE criteria. Of those that would not meet the criteria, 34 (22%) would experience an alteration of between 20 and 30%, 43 (28%) would experience an alteration of between 30 and 40%, and the remaining 36 (24%) would experience alterations in excess of 40%. Some of the windows on the façade are recessed glazed doors, set beneath a brick arch and deep reveals. Other windows are flush with the outside face of the façade. Where the windows are flush with the façade, they continue to receive VSC levels in excess of 20%. As with Castlegate above, the recessed windows receive very low levels of VSC at the moment and the proposal would only cause relatively modest reductions in VSC, however, proportionally, due to the low levels experienced at the moment, the percentage reductions are large. The building would retain an average VSC of 23%, which is a good level for a city centre building. For NSL, 77 (99%) out of the 78 rooms assessed would meet the BRE criteria. The affected room would experience an alteration of between 20 and 30%. Considering the urban context of the development, this is considered a high level of compliance. Overall, the effect to daylight on this property is considered to be moderate adverse.

**City Gate** - 238 windows serving 131 rooms were assessed for daylight. For VSC, 188 (79%) would meet the BRE criteria. Of the windows that would not meet the criteria, 29 (12%) would experience an alteration of between 20 and 30%, 12 (5%) an alteration of between 30 and 40%, and the remaining nine (4%) alterations in excess of 40%. The building would retain an average VSC in excess of 20%, which remains a good level for a city centre building. The windows that do not meet the targets are generally overhung by balconies, which already restrict daylight, and place an unreasonable burden on the proposal to maintain low level sky visibility. For NSL, all of the 131 rooms assessed would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the architecture of the building, the effect on daylight to this property is considered to be minor adverse in significance.

### 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 – 21st March).

A sunlight assessment has been prepared in respect of those windows in the properties which currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

Castlegate - 88 rooms were assessed. Seventy two (82%) would meet the BRE criteria for both Winter and Annual PSH, nine would experience alterations in APSH of between 20 to 30%, and seven would experience alterations in APSH of between 30 to 40%. The rooms that do not meet the targets would still continue to receive good levels of sunlight for an urban development. Overall, the impact of the proposal would be minor adverse.

Castle Quay - All of the 78 rooms assessed would meet the BRE criteria for both Winter and APSH. Therefore, the effect is considered to be negligible in significance.

Citygate - 127 of 129 rooms assessed would meet the BRE criteria for both Winter and APSH. One room would experience alterations of between 20 to 30% and the other would experience alterations of between 30 to 40%. Therefore, the effect to sunlight on this building is considered to be negligible in significance.

With regard to the results of the daylight and sunlight assessment, 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 a cleared site with no buildings on it 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 proposal would be measured are not 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.

There would be some impact from the proposal on daylight and sunlight levels to 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.

### Solar Glare

A study has found that the proposal would result in a range of adverse or negligible effects from solar glare, with the effects most significant in the winter months when the sun is low in the sky. The study assumes clear skies throughout the year, however, as winter weather in Manchester often involves cloud cover, in reality the actual occurrences of glare highlighted in the report would be rare. Furthermore, in the future, the presence of neighbouring developments could reduce or eliminate

many of the impacts, and for some of the locations considered, the sun would be directly visible if the development itself was not present. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context.

### 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. The closest residential properties would be Citygate and Castle Quay. The minimum window to window separation distance between the proposed development and these existing properties would be approximately 70m, which is considered to be a generous distance within this City Centre context. The two storey podium would be approximately 10.5m from the side elevation of the unoccupied Bridgewater House, with the upper floors being approximately 18.5m away. These distances are considered to be acceptable within the City Centre. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on the existing residential properties or other buildings near the site.

### (b) Wind

A wind microclimate study shows that wind conditions in and around the site would generally rate as suitable, in terms of pedestrian safety, for the general public. In terms of comfort, the conditions in and around the proposal would generally be suitable for the intended uses. Exceptions to this would occur at the northern and western corners of the development, where conditions are suitable for pedestrians walking only; at the eastern and south-western corners where conditions are uncomfortable for all uses; and at an entrance to the east, where wind conditions are suitable for strolling but unsuitable for entrance usage. The study shows that the introduction of mitigation measures would create an environment that could be considered suitable, both in terms of pedestrian comfort and safety, in and around the development. The wind mitigation measures include:

- 2m high hedges, covering the distance between the columns of the undercroft and the row of existing trees to the west of the development;
- 2.5m high 50% porous screens sealing off the northern and southern access points to the undercroft;
- 6m high solid canopy covering the entirety of the undercroft;
- 6m high, 30m long 50% porous screen covering all the columns of the undercroft;
- 2m wide, ~8m high 50% porous screen (from ground to podium level) in the middle of the northeastern façade of the development;
- 1.8m wide screen at the eastern corner of the development, from ground to podium level:
  - Bottom section 1.2m – Solid.
  - Top section 6.8m - 50% porous.

- Total height of ~8m.

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, 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 poor air quality could be experienced up to and including the fifth floor of the development but that this could be mitigated by the use of mechanical ventilation with NO<sub>x</sub> filtration units installed. Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for residential use, providing mechanical ventilation with NO<sub>x</sub> is employed, and a condition requiring this should be attached to any permission.

#### (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 gym use and the commercial unit could be controlled through a condition. There is only one commercial unit, which is not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned above.

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 significant interference to television reception is not expected at residential locations within 1km of the proposed development. 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 further details regarding the width of the service road, 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 would be provided 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 proposal would include the provision of high quality public realm, which would provide amenity space and a through-route into the wider Great Jackson Street area from Chester Road. The ground floor layout would maximise the active frontage along Chester Road and Silvercroft Street and the future area of public realm anticipated in Phase 2, which would help to increase activity and vitality on surrounding streets, as well as increasing passive surveillance.

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

### Provision of a Well-Designed Environment

The design proposed would include a wide mix of apartment sizes that could attract a range of occupants and help to foster a mixed community within the area and city centre. Roof gardens would be provided above the podiums along with the public realm area. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings. 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**

The bin stores for the apartments would be in the basement, with residents using tri-separator waste chutes that would separate the waste by type, using a colour coded system. The management company would be responsible for taking bins to the

ground floor holding area prior to collection via the main vehicle ramp. An electric bin trolley tug would up to three 1100L Eurobins at a time to and from the basement level bin stores to the ground floor holding area. The collections would take place from a loading bay on the access road at the eastern end of the building. A further loading bay would be provided at the other end of the building on the access road, for the commercial waste and the waste from the townhouses located within Building C2.

Bin provision would include:

Apartments: 153no. 1100L Eurobins

Townhouses: 9no. 240L bins for general refuse; 9no. 240L bins for mixed pulvable recycling; and 9no. 240L bins for co-mingled waste.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste: 3no. 1100L Eurobins for general refuse; 2no. 1100L Eurobins for paper/card recycling; and 2no. 1100L Eurobins for co-mingled recyclables.

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 to any permission.

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 and commercial unit 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. It is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would 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**

The proposals include high quality public realm spaces with appropriate planting, as well as green roofs to provide amenity space for residents. Street trees would be planted around the perimeter of the site and new trees would be planted within the upgraded public car park. The proposal would enhance linkages to the rest of the Great Jackson Street area, including the large public realm area and riverside walkway adjacent to the River Medlock at the Owen Street site. 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 submitted 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.

### **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 site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests measures for achieving Sustainable Drainage System (SuDS), including the use of an attenuation tank within the basement of the scheme. 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 fulfil 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 not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby Castlefield Conservation Area. The development would have an acceptable impact on residential amenity and would regenerate a site that currently has a negative impact on the area, including improving the public realm and permeability within the area.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

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

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

**Recommendation      APPROVE**

## Article 35 Declaration

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 aerodrome safeguarding.

## 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:

Existing Site Plan SimpsonHaugh & Partners Architects  
Proposed plans, sections and elevations SimpsonHaugh & Partners Architects  
Landscape Plans TPM Landscape Architects  
Landscape Design Statement TPM Landscape Architects  
Landscape Management Report TPM Landscape Architects  
Design and Access Statement SimpsonHaugh & Partners Architects  
Archaeological Desktop Report and Written Scheme of Investigation, Salford  
Archaeology  
Environmental Standards Statement and Energy Statement, Element  
BREEAM Pre-Assessment (*included in Environmental Standards Statement and Energy Statement*), Element  
Ventilation Strategy Beechfield Consulting Engineers  
Ecological Assessment ERAP  
Crime Impact Statement Secure by Design  
Transport Assessment SK Transport Planning  
Framework Travel Plan (*included as Appendix C to the Transport Assessment*), SK  
Transport Planning  
Site Waste Proforma SimpsonHaugh & Partners Architects  
Site Waste Management Strategy (*included in DAS*) SimpsonHaugh & Partners  
Architects  
TV Reception Survey Pager Power  
Aviation Safety Assessment Pager Power  
Residential Management Strategy Zenith Property Management  
Commercial Strategy JLL  
Arboricultural Report Godwin's Arboricultural Limited

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) 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.

4) 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:
  - a. archaeological evaluation
  - b. targeted archaeological excavation (informed by the above and subject to a new WSI);
- b. A programme for post investigation assessment to include:

- a. analysis of the site investigation records and finds
- b. production of a final report on the significance of the archaeological and historical interest represented;
- 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.

5) 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.

6) 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).

7) 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.

8) The development shall not commence unless and until full details of the service roads, including swept path analyses, 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.

9) 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.

10) 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.

11) 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.

12) 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, A3 or D1) 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.

13) 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 landscape materials;
- b. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements 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.

14) 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.

15) 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/discharge 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.

16) 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.

17) 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.

18) 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 Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power dated January 2018 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.

19) 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.

20) Before any of the A1, A3 or D1 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.

21) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local

planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

22) Fumes, vapours and odours shall be extracted and discharged from the A3 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.

23) 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.

24) 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.

25) 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.

26) 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.

27) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local

planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

28) 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.

29) 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.

30) 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.

31) 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.

32) 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.

33) The apartments (C3) 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.

34) 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: 119806/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services  
Environmental Health

Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
City Centre Renegeration  
Housing Strategy Division  
United Utilities Water PLC  
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  
Greater Manchester Pedestrians Society  
Castlefield Forum  
National Planning Casework Unit

**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:**

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



 Application site boundary  Neighbour notification  
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