

Application Number	Date of Appln	Committee Date	Ward
118045/FO/2017	7 th Jun 2018	20 th Sep 2018	Hulme Ward

Proposal Erection of a 10 storey residential building (Use Class C3a) together ground floor commercial units (Use Classes A1, A2, B1, D1 and D2) (379 sqm) and the erection of 35 storey residential building (Use Class C3a), following demolition of existing buildings, together with the change of use of the former Department of Transport Building to form a mixed use residential and commercial building (Use Classes C3a, A1, A2, B1, D1 and D2), forming 386 residential apartments in total with associated amenity space, car and cycle parking, access, landscaping and other associated works

Location Land Bounded By Worsley Street, Arundel Street, Ellesmere Street And Egerton Street, Manchester, M15 4JZ

Applicant Logik Developments (Arundel Street) Ltd, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Description

The site measures 0.5 hectares and is bounded by Arundel Street, Ellesmere Street, Worsley Street and the inner ring Road. It includes the 4 storey DOT building fronting Ellesmere Street and a single storey gym and fire place on Arundel Street. It is divided into two distinct plots by Balmforth Street, an un-adopted highway. An area of green space at the top of Balmforth Street contains trees and the land rises, providing a buffer to the IRR. The site is within the St Georges area but it has also has a prominent position on the IRR. .

The surrounding area is largely residential with some ancillary commercial and leisure uses. The 6 storey Box Works apartment building is to the north with the 7 storey Moho and 8 storey Base building to the west fronting Ellesmere Street and Arundel Street. Buildings within St George's island on the opposite side of the Bridgewater Canal are between 9 and 15 storeys in height. St George's Church, a grade II* listed building to the south has been converted into apartments. The church is surrounded by a substantial former graveyard area and its gates and gate post are grade II listed.

The site is within the Castlefield Conservation Area and the following listed buildings are nearby: Church of St George (Grade II*); Churchyard walls, gate, piers and gates at Church of St George (Grade II); Former Canal Flour Mills (Grade II); Hulme Lock Branch Canal (Grade II); Castlefield railway Viaduct Manchester Central to Dawson Street (Grade II); Rochdale Canal lock number 92 and Castle Street Bridge (Grade II); Merchants warehouse (Grade II); Middle Warehouse at former Castlefield goods yard (Grade II); Bridgewater canal offices (Grade II); 215-219 Chester Road (Grade II); Former Campfield Market Hall (Grade II); Former LNWR

goods transfer shed (Grade II); and Former Liverpool Road station goods warehouse (Grade II).

The area has excellent links to public transport and pedestrian and cycle links to a wide range of shops, amenities and leisure facilities. The Bridgewater Canal towpath is immediately to the north and Deansgate/Castlefield transport interchange and the Cornbrook tram stop are within walking distance.

The Proposal

The development proposes the construction of two residential buildings of 35 and 10 storeys and the conversion of the former DOT building to provide 386 apartments and 379 sqm of commercial floor space.

Building one would be a 10 storey 'U' shaped street block bounded by Arundel Street, Worsley Street and the Mancunian Way. It would contain 215 apartments including 72 one bed and 143 two bed, plus 222 sqm of commercial space on the ground floor. Building two would be 35 storey's located at the corner of Ellesmere Street and the Mancunian Way. It would contain 159 apartments including 33 one bed, 124 two bed and 2 three bed. The retained and refurbished DOT building would contain 3 one bed and 9 two bed apartments and 157 sqm of commercial space.

72% of the apartments would have two or three bedrooms and would be suitable to families and those wishing to share. 28% would be one bedroom, the majority of which would be large enough for 2 people.

The commercial accommodation could contain uses within use classes A1, A2, B1, D1 and D2. These commercial uses would create active frontages to Arundel Street and Ellesmere Street.

The scale of the buildings have been designed to respond appropriately to their context. Building one has been informed by the scale of the surrounding residential buildings and to respect the historic environment. The position of building two, against the backdrop of the Mancunian Way, provides an opportunity to respond to this prominent location with a building of greater scale.

A large landscaped roof terrace would be located on level 10 of building 1. In addition, allotment gardens have been incorporated to the east side of the building.

The principal entrance to buildings one and two would be on Arundel Street and Worsley Street. There would be 40 on site car parking spaces in the courtyard of building one, 4 of which would be designated for disabled people. Electric car charging points would be provided within the parking area. 204 secure cycle spaces would be provided within building one and 184 in building two. There would be a further 24 spaces under a covered area in the courtyard of building one, with 12 reserved for occupants of the DOT building and 12 for visitors. There would also be access to the car club services with bays provided on Ellesmere Street and at St Georges Island. .

Each building would contain storage areas for residential and commercial refuse and would reflect current Council standards, with a clear commitment to segregate and recycle waste. There is space within each apartment for residents to store their waste before it is transferred to the bin storage areas. Residents would have access to all waste streams in order to maximise recycling. The facilities team would ensure that waste is transferred to a new loading bay on Arundel Street and Ellesmere Street on collection days.

The planning submission

Together with the submission of the Environmental Statement, this planning application has been supported by the following information:

- Supporting planning and tall buildings statement;
- Design and access statement;
- Statement of consultation;
- Residential management strategy;
- Crime Impact Statement;
- Transport statement;
- Travel Plan;
- Flood risk and drainage strategy;
- Waste management strategy;
- Environmental standards statement;
- Energy Statement;
- Ventilation strategy;
- Ecology survey;
- Tree survey
- Archaeology assessment;
- Ground conditions report; and
- TV reception study.

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest together with being an EIA development, affecting the setting of a conservation area and a listed building. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

44 individual objections have been received with the comments summarised as follows:

Use

- The PRS will not harbour community spirit and instead encourage short term lets.
- There is no demand for private rented in this area;
- Affordable housing should be provided aimed at young families.

- The value of properties in the local area will be diminished;
- The proposal will result in the loss of gym building at the site which is a local employment use and community asset/leisure use. The plans for relocation are unclear at this present time resulting in potential jobs losses and community use

Appearance and scale

- The proposal does not respect local context. The scale and portion of the buildings are out of character to the detriment of the local environment. The majority of the buildings in the vicinity of the proposal are no more than 8 storeys high. The 35 storey tower is out of scale for the site. In fact it is the only tower outside of the inner ring road;
- The 10 storey element should be restricted to 8 storeys only;
- The U shaped building is twice the height and four times the density of the Box Works. The tower element is four times higher than the Box Works;
- The design of the tower is out of keeping with the local area;
- The proposals are denser than other developments;
- The position of the building up to the footpath edges is inappropriate;
- The street scape environment is poor;

Loss of light/overlooking

- The 35 storey building will effect sunlight and natural light in Kelso Place, particularly in the winter. The only windows in the south west elevation of this building overlook the site which will become blocked;
- The light assessment for the Box Works only covers windows of the flats facing closest of the Box Works. The light assessment should be extended to cover the courtyard space as well as the window of the flats on the other side of the building;
- The majority of the windows in the Box Works failed the light assessment. For the vertical light assessment only 9 passed out of around 70 assessed and 8 windows were assessed to have 100% loss of light. Of the remainder, the majority of the windows were shown to have in excess of 80% loss of light;
- The buildings position on the edge of the plot means there will be overlooking;
- There will be overlooking from the 35 storey tower on Kelso Place;
- The light assessment of the Box works is inaccurately calculated based on layout assumptions. Many frontage windows link a living room and work space across the entire span with bedrooms towards the rear of the property;

Heritage

- The 35 storey block overshadow the spire of the listed church;
- The proposals are not in keeping with the Castlefield Conservation Area;
- The retention and re-use of the DOT is positive

Drainage

- There is poor drainage at the site which has impacted on footpaths and walkways

Highways, traffic and parking

- The proposed development will cause congestion on all traffic routes around the immediate neighbourhood making it more difficult for emergency services and refuse collections, particularly on Arundel Street.
- The 40 car parking spaces is insufficient for a development of this nature. The proposed development will exacerbate congestion in the area;
- There should be the re-opening of the junction of Arundel Street and Chester Road to alleviate traffic pressure on Ellesmere Street;
- Construction traffic should not be allowed on to Arundel Street between the hours of 8:30 to 10:00 and 16:30 to 18:00;
- The proposal do not consider how the increase in residents will affect pedestrian and cycling routes in the Castlefield basin;
- The proposal will loose the existing parking which is present at the site further exacerbating parking issues in the area;
- There will be cumulative impacts on traffic and parking in the area from other low car parking schemes;
- There should be more disabled parking at the site;
- There is inadequate consideration of the impact on construction traffic on the local area;
- The transport statement is based on false assumptions. No traffic survey has been undertaken;
- The local roads are narrow and already congested;

Amenity space and trees

- There will be reduction in size of the green space and loss of trees. The replacement facilities will be on top of the U shaped block which will be of no benefit to existing local residents;
- The loss of the green space will exacerbate noise and pollution;
- There will be a loss of wildlife

Noise

- There is limited information on noise mitigation during the construction works.

Britannia Basin Community Forum support development in their area, with the right kind of development improving the location for local people, they believe this proposal is not suitable and should be rejected. The concerns can be grouped into 6 main areas:

Design: suitability and scale – The amount of development is not acceptable for this location. There are too many properties of the size of the site. There is insufficient public realm. There are a small proportion of commercial unit which could become

offices rather than amenities for the wider community. These units should be specifically identified as retail. The development does not deliver high quality or inviting streetscape and public realm. The bin store at street level does not enhance the street scene. This will cause smells and more congestion of the road during collections. This should be moved internally and servicing taking place from the courtyard.

The building does not integrate into the current surroundings. Whilst the 'U' shaped building is pleasant and references the mills, this is compromised by the scale of the block which is greedy, overbearing and too bulky. As a result, the site will be overdeveloped. The tower does not attempt to integrate in any way and has been designed to 'stand out'. This is not in keeping with the character and appearance of the conservation and is detrimental to the visual amenity of the area.

The proposal does not improve the external spaces. There is currently an open and spacious feeling to the area. The proposed design is visually heavy and will close the surrounding streets. The ground floor amenities is not adequate for the population increase as a result of the development.

The building is built right up to the pavement thereby limiting opportunities for landscaping and public realm. This site represents one of the last opportunities in the location to create meaningful public realm. The design is a large solid mass and would benefit from a more generous setting.

It is not clear why underground parking cannot be achieved and request that the evidence relating to the ground conditions is provided to the Council.

Most of the tall buildings are on the inner side of the Mancunian Way which this site is not. There are no views looking south towards Trafford and east towards Hulme. The area is made up of low rise residential buildings set within the own landscaped grounds.

Only 2 apartments are designed as 3 bedroom properties. A greater mix should be promoted. The roof terrace is within the rental block. Would this not be better suited to owner occupiers? In addition, this space will only be available for those living in the building. This is to the detriment of green the local area.

Setting and heritage concerns – The proposal will have a negative impact on the Church. The development will dwarf the structure. The buildings should be lowered. The tower will have an impact on the canal which is in the conservation area. The tower will also overshadow the DOT building and does not complement it in anyway. The quality and colour of the brick work for the U shaped building should be carefully considered.

Privacy and light – The height of the proposed structure will overshadow the existing structures which will lead to a reduction in light and privacy for residents. Many of the properties adjacent have only one source of light into their properties which is from the direction of site. This development will make their homes dark.

There are questions about the light survey and the lack of specific detail. The light survey needs to be comprehensive given the proximity of the building and its impact.

The pedestrian environment at street level will also be dark. This should include scaling down the building and setting it into the site to create a lighter and brighter street scape.

Road, access and parking – There are access issues with traffic and congestion in this area. The addition of 430 new residents will have a detrimental effect on this situation.

There will be increased number of resident's vehicles, more deliveries, taxis, people moving in and out of the rental block and refuse collection. The developer should consider setting the building back to create some space for delivery drivers to stop. The access to building ones car park is directly opposite roadside parking on Arundel Street which is close to the junction of Ellesmere Street which is dangerous as cars drive at speed.

Safety –There have been recent car accidents in the area resulting in car mounting pavements and hitting buildings. It is inappropriate to have buildings built up to the footpath edge.

There are also fire safety concerns.

Construction phase – It is proposed that Mancunian Way be used to limit congestion on Ellesmere Street. This is not feasible. The road is bust at most times of the day together with planned closures. The highways infrastructure is not sufficient to deal with the construction of this development. A holistic view should be taken for planned developments, including construction workers.

Comments have also been received from the Council for British Archaeology who have concerns about the impact of the planning application on the setting of the Listed grade II* Church of Saint George, the setting of other Listed Grade II buildings in the vicinity and the character and appearance of the Castlefield Conservation Area. The Castlefield's area of Manchester is one of Manchester's largest conservation areas and contains numerous historic former commercial and residential buildings associated with the Bridgewater canal and other transport infrastructure. The adjacent St George Church is Listed Grade II* constructed in the early 19th Century by the architect Frances Goodwin and restored in the late 19th Century. The churchyard walls, gate piers and gates are separately listed Grade II. The church tower is a significant features within the surrounding townscape and despite new development in the vicinity, still retains its dominance.

There are a number of points within the heritage statement which there is disagreement. The report states that the proposed development will result in seven instances of low adverse impact and one instance of low beneficial impact in heritage terms. It is strongly believed that the height and massing of the proposed structures will have a high adverse impact on the setting of the listed grade II* Church and the character and appearance on this part of the conservation area. Viewpoint 5 and 6

illustrate this. The current visual dominance of the church will be substantially impacted through the current proposals.

The report also states that the proposed development will maintain the character and appearance of the conservation area overall and encourage further exploration into the conservation area from the south. This is not a view the Council for British Archaeology share. The proposed development is not appropriately located or contributes positively to place making. The proposal does not enhance or respect character or setting of heritage assets in the area by its height and massing.

The report states that the proposal will amount of less than substantial harm. It is considered that the height and massing of the proposed development will have a high adverse impact on the setting of the listed church and the character and appearance of this part of the conservation area. This amounts to substantial harm and therefore does not meet the tests of the NPPF.

The proposal should be scaled down and deliver a more thoughtful enhancement of the area that better addresses the setting of the church and the character and appearance of the Conservation Area.

Highway Services – The site is highly accessible and the traffic impacts are expected to be minimal and could be accommodated within the existing highway network without further intervention. The applicant should liaise with nearby car park operators regarding leasing of parking spaces for residents should there be a demand over and above that provided on site and this should be a condition. A full travel plan and a construction management plan should be progressed as part of the proposals. All highways works are to be agreed by a s278 agreement including amendments/new TROs on Ellesmere Street and Arundel Street, including the provision of the two loading bays, new vehicular access/egress on Arundel Street and footway improvement and reinstatement works.

Flood Risk Management Team - Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Environment Agency – The site appears to have been subject to past industrial activity which poses a high risk of pollution to controlled waters. Consultation should take place with the Councils specialists in this regard

Environmental Health - Further information will be required, particularly around site gas monitoring and a remediation strategy. Following completion of the works a verification report should be submitted for consideration. Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Details of any fume extraction system(s) should be submitted for approval. Full details of fugitive dust emissions during earthworks and construction would be required.

The operating hours of the commercial premises should be agreed and further information would be required in relation to the acoustic insulation of the commercial and residential accommodation together with the hours of use of any external seating and communal areas. Any condition should include the requirement for post

completion verification. Details of plant shall be agreed as part of any planning approval. Further details are required in respect of the waste management element of the proposal. Consideration should be given to the provision of electric car charging points.

Design for Security at Greater Manchester Police – The vehicle entrance gates should not be deeply recessed as this could recreate a recessed area which could be subject to criminal activity or anti-social behaviour. The entrance to block B2 should have a secondary secure door to prevent tailgating. The proposed development should meet secure by design standards.

Greater Manchester Ecology Unit – There are no objections on ecological grounds. If bats turn up unexpectedly during demolition works all work should cease until it is appropriate to proceed again.

Manchester Conservation Areas and Historic Buildings Panel – The panel asked if the former Urban Splash sales and marketing building is to be removed as part of the proposals. The panel expressed concern that if this building remains then the proposal would be too close and would compromise it too much. They stated the glazed end would be hidden. They believe there was no need for a tall tower as church provides that role. The corner where the tower is being located had no real significance in urban design terms and the tower would diminish the listed buildings and the surrounding conservation area. They also felt that it related poorly to the rest of the proposals. They would like to see more amenity space for residents rather than the proposed car park in the courtyard and asked if the podium building could be on a parking plinth to free up the internal courtyard. The panel observed that the out doesn't relate particularly well to the inside. They questioned to what extent the original windows were being reinstated in the DOT building and suggested that a comprehensive survey takes place in order to develop a suitable solution for the windows. The panel advised that there would have originally been iron windows.

Historic England – The site includes a former historic warehouse fronting Ellesmere Street and more recent 20th Century development. In terms of the historic environment, however, the immediate area is relatively fragmented and lacks integrity within the setting of the church, with the retention of the existing warehouse.

The scale of development proposed could impact on the conservation area and cause some dominance. However, its rather fragmented character, caused by the intrusive highway network, and the loss of many historic buildings on adjacent sites, provides some scope to re-develop this site in a more distinctive way. The removal of the poorer existing 20th Century buildings and restoring the spatial character of the adjoining historic streets would enhance the character and appearance of the conservation area in a similar way to other recent development nearby.

The setting of the Church has evolved considerably in recent decades. The development of the road network had a significant impact, and the increasing scale of residential development mean that the urban setting now has a more city centre character. The church has a generous church yard which helps to provide some breathing space that relieves potentially harmful impacts. This is confirmed in the view analysis. There are a number of viewpoints from which the

church can currently be seen and these would be largely unaffected, although the development would now form a backdrop. Whilst there would be some inevitable conflict with the church tower in some views, the impact would not be harmful given the surrounding urban context.

The industrial character of the lower blocks is entirely appropriate to this context whereas the tower relates to the edge of the site dominated by the Mancunian Way. A palette of high quality materials which reflects and reinforces those found within the conservation area would be required. The supporting information suggests a potentially acceptable specification with subtle variety and relationship to the conservation area, although this would need to be confirmed through samples. The use of glass for the tower provides a welcome degree of contrast with the listed church. Ideally this element would be detailed to express a residential rather than office use.

Whilst concerns were raised regarding the courtyard parking, it is understood that there are geological constraints in terms of construction of a basement car park. This has also impacted on the extent of active ground floor uses, particularly Worsley Street. Whilst regrettable, it is noted that commercial units and entrance cores are sited to mitigate the potential impact of dead frontages. The importance of high quality materials and details at street level is therefore emphasised. An active commercial use of the historic warehouse on Ellesmere Street, including the ground floor spaces, is most welcome.

Historic England have no objection to this application on heritage grounds.

Greater Manchester Archaeological Advisory Service (GMAAS) – The desk based report is comprehensive and identifies the below ground archaeological interest as being related to the potential for remains of mid 19th Century workers housing, whilst an extant small late 19th Century Brass Foundry and former late 19th Century 4 storey cotton mill (later becoming DOT motorcycles building) are also of archaeological interest for the historic fabric and fittings that survive.

GMAAS consider that appropriate mitigation would be to undertake a programme of historic building and excavation to make a record of the archaeology impacted on by the scheme. These works should be secured through a planning condition.

Aerodrome Safeguarding – The proposed development has been examined against aerodrome safeguarding measures. It does not conflict with any safeguarding criteria. Accordingly, there are no safeguarding objections to the proposal. It is noted that NATS request conditions to protect their radar system at Manchester Airport.

NATS Safeguarding – The proposal will have an impact on the radar located at Manchester Airport. This impact can be mitigated against through the modification of the radar system. Conditions should be imposed on any planning permission in order to deal with this issue.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing such as this to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with promoting a high quality design and new public realm and linkages.

Policy EC3 'The Regional Centre' states that housing would be appropriate within the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. The proposal would provide a dense residential development thus contributing towards the City housing growth.

Policy CC3 'Housing' states that residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size. This proposal offers a mixture of property types with the predominant offer being larger accommodation suitable for families and in line with adopted space standards.

Policy CC5 'Transport' states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The policy also seeks to ensure that developments have adequate car and cycle provision. This proposal seeks to provide footway improvements at the site. Cycle provision has been maximised along with a package of measures to improve access to alternative forms of transport.

CC6 'City Centre high density development' states that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. The proposal is a significant development in terms of its density and scale and would involve an efficient use of land.

Policy CC9 'Design and Heritage' states that design of new buildings will need to be of the highest standard in terms of appearance and function. Development in

Manchester should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. The proposal is considered to be of high design quality and provide a significant opportunity to regenerate this part of Manchester.

Policy CC10 ‘Place for everyone’ states the City Centre will develop as a location which appeals to a wide range of residents and visitors

Policy T1 ‘Sustainable Transport’ seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 ‘Accessible areas of opportunity and needs’ This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 ‘Design principles and strategic character areas’ The proposal’s considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN2 ‘Tall Buildings’ must be of excellent design quality, appropriately located, contribute sustainability and place making and bring regeneration benefits. They must complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including to its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development that will have a positive impact on views into the City and the regeneration of the area.

Policy EN3 ‘Heritage’ proposals for development that complements and takes advantage of the distinct historic and heritage features of the City Centre are encouraged. They must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Consideration has been given to heritage assets and this is clearly set out below.

Policy H1 ‘Overall Housing Provision’ states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of

residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised.

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation is generous in size with a large number of the properties being 2 and 3 bedroom accommodation.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing on site and will provide for sale accommodation as part of diversifying the area and offering housing choice. The viability of the scheme has been considered and is deliverable in its current form. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. There is limited green infrastructure at the site and that which is present is of limited quality. There will, however, be opportunities to improve green infrastructure as part of the development proposals in the form of landscaping.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water

runoff and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high quality in ecology terms. .

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;

- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

Policy DM2 'Aerodrome Safeguarding' states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

For the reasons given, and within the below analysis, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC18 'Conservation Areas' states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve or enhance the character of its designated conservation areas by carefully considering the following issues:

- i. the relationship of new structures to neighbouring buildings and spaces;
- ii. the effect of major changes to the appearance of existing buildings;
- iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv. the effect of signs and advertisements;
- v. any further guidance on specific areas which has been approved by the Council.

Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The proposal has been designed to enhance the conservations with a high quality building.

Saved policy DC19 ‘Listed Buildings’ - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise₁ states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the *‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *‘Delivering a sufficient supply of new homes’* states that in order to support the Government’s objective of significantly boosting the supply of homes, *‘it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay’* (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and

decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places.
(paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).
(paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use (paragraph 195).

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

Paragraphs 10, 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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises

the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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.

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

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

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.

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 2017 and has considered the following topic areas:

- Consideration of alternatives;
- Construction methodology and programme;
- Historic Environment;
- Townscape and visual impact;
- Noise and vibration;
- Sunlight and daylight;
- Wind and micro climate;
- Air quality.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.5 hectares and is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on

- human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
 - Summary, in non-technical language, of the information specified above.

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 proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City moves into its next phase of economic growth, further housing must be provided to support and complement it.

In principle, the proposed new homes and commercial uses would complement and be consistent with the ongoing regeneration activity within St Georges. Active ground floor uses, re-use of the DOT building and the provision of high quality architecture would improve this site and the overall area and help to establish a strong sense of place. The 386 new homes would include one, two and three-bed apartments with many being suitable and attractive to families. The sizes would be consistent with the City's adopted space standards.

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year per and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The residential element would be consistent with growth priorities and as part of meeting the objectives of policies H1 and H5 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected brownfield site. The proposal would remove an element of blight.

The development of this prominent site on the IRR could help to integrate the areas to the south of the Mancunian Way into the City Centre. The scale and mass of development is a key part of this and the scheme has much to commend it in this respect. The 'barrier' effect of the Mancunian Way has an adverse effect on this integration and a high quality development at this point would help to negate and overcome this.

The development would deliver significant economic and social benefits including the creation of construction jobs and employment associated with the operations of the

buildings and the commercial units. A local labour agreement will be agreed with the applicant.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H5, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Consideration of alternatives

A statutory requirement when considering EIA developments is the need to consider alternatives in the development of a proposal. In this instance, no alternatives have been considered for the proposed development due to the development of the application being fully supported within the various strategic frameworks for this site.

Affordable Housing

Policy H8 establishes that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 386 new homes, with 171 for sale and 215 for rent through a PRS model. The delivery of new homes and the regeneration of the St George's area is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability report which states that the development cannot support the full level of affordable housing contribution. The viability report has been tested by the Council and it has been agreed that it would not be possible for the development to make the full financial contribution towards offsite affordable housing without undermining viability.

The conclusions of the viability report (as agreed with the Council) demonstrate that the development would support a financial contribution equivalent to the provision of around 5% affordable housing.

This represents what is viable in order to ensure that the scheme is not only delivered but is done so to the highest standard. The contribution will be secured via a legal agreement which will include a provision for a reconciliation once 90% percentage of the apartments have been sold which will require a further contribution to be paid if values change at this point.

Tall Building Assessment including impact on townscape

One of the main issues to consider is whether the scale of the development is appropriate. At 35 and 10 storeys, these are tall buildings and as such it has been assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABI. Historic England's Advice Note 4, 2015 updated the CABI and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have on its context. It explores the effect there would be on the established Townscape Character Zones, significant Heritage Assets and views using established methodologies and practices. The impact of the proposed scheme is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

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A Townscape and Visual Impact Assessment has examined the impact that the proposal would have on its context. It explores the effect there would be on the

established Townscape Character Zones, significant Heritage Assets and views using established methodologies and practices. The impact of the proposal is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

A computer modelling process has provided an accurate series of images which illustrate the impact of the proposal on the townscape from a series of agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

The proposal would also have a significant effect on views and the people who live, work in and visit Manchester. A Visual Impact Assessment (VIA) has assessed where the proposal could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings i.e.; the designated heritage assets. The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*" (2015) and adapts the methodology outlined in their document, "*Seeing the History in the View: A Method for Assessing Heritage Significance within Views*" (May 2011).

Key viewpoints have been identified as part of the wider Townscape Visual Impact Assessment. A total of 19 views were assessed following agreement with Historic England. These are as follows:

- View point 1 – Chester Road/Mancunian Way;
- View point 2 – Ellesmere Street;
- View point 3 – Mancunian Way (north);
- View point 4 – Chester Road (east);
- View point 5 – Chester Road (north);
- View point 6 – Mancunian Way (east);
- View point 7 – Castlefield Basin;
- View point 8 – Lower Byrom Street;
- View point 9 – Trinity Way;
- View point 10 – Ordsall Lane (west);
- View point 11 – Chester Road/Malt Street;
- View point 12 – Chorlton Road;
- View point 13 – St Georges Park;
- View point 14 – Hulme Park;
- View point 15 – Lower Mosley Street;
- View point 16 – Whitworth St bridge;
- View point 17 – Castlefield basin bridge;
- View point 18 – Ellesmere Street;
- View point 19 – Worsley Street.

The Assessment provides a comparison of the impact of the scheme against the current situation, including conservation areas and the setting of listed buildings, to evaluate the overall impact.

It should also be noted that the scheme has been presented to Places Matter! Design Review.

A zone of visual impact has identified which considers in details view points 1 -8 and assesses the level of impact of the development on these sensitive view points. This is considered in detail below:

View point 1 looks into the Castlefield Conservation Area with the Grade II* listed St George's church dominating the view. There are also a number of modern apartment blocks in this view and the Mancunian Way is a dominant feature which demonstrates the erosion of the setting of the listed church.

The proposal would introduce a major new feature with the 35 storey glass tower being highly visible and significantly taller than the church tower. The proposal and the church tower would have two distinctive characters in terms of their scale and architectural form and would not therefore be in competition. The use of modern materials, together with the relative distances involved to the church yard, would provide a contrasting and distinctive feature to the listed building.

In terms of cumulative impacts, the proposal would be viewed alongside two other confirmed developments at Bentinck Street which are currently occupied by low rise buildings. These schemes fall outside of the Conservation Area but do form part of its setting. The two consented schemes represent a reinstatement of building of similar scale to the other residential blocks in this area and be consistent with the density of the area.

Overall the proposal would result in a low level of harm to the heritage asset in this view and would have a low beneficial cumulative impact when viewed with existing and other proposed developments.



View point 2 provides a view looking north east along Ellesmere Street. The character of the Conservation Area is fully appreciated with the street edges defined by built form with both modern and older buildings. There is little in the form of heritage assets in this view with the exception of the DOT building which contributes positively to the Conservation Area but is not listed.

The proposal would be viewed from behind the DOT building but would not impact negatively on any other heritage assets or the conservation area. The retention of the DOT building is considered to be a beneficial feature. Overall the proposal has a low beneficial impact on this view point.



View point 3 is taken from within the Conservation Area looking south-east along the Mancunian Way. It is dominated by the Mancunian Way together with new apartment blocks and little of the character of the Conservation Area is visible. The grade II listed Canal Flour Warehouse is glimpsed together with the DOT building and listed Church at the rear of the view. It is clear that these heritage assets are severely compromised by the Mancunian Way creating a medium to low view in terms of sensitivity.

The proposal would be a major new feature and would be highly visible. The limited views of the church and DOT building would be lost but the impact is considered to be low adverse.



View point 4 is experienced from the south side of Chester Road looking west away from the City Centre. The view is dominated by the road infrastructure with the Conservation Area being positioned on the right hand side. It provides a clear view of the listed church but its setting is compromised by the road network.

The proposed would be a major feature in the view. As outlined for view point 1, the high quality contrasting materials would provide a form of architecture that is distinctive from the listed church and one which is considered to outweigh any degree of harm. The proposal and the church tower would have two distinctive characters in terms of their scale and architectural form and would not therefore be in competition.

In terms of any cumulative impacts, the consented schemes along Bentinck Street are evident but it is clear from the viewpoint that this would complement the already established density in this part of the city.

Overall it is not considered that there are any unduly harmful impacts on the townscape, heritage assets or cumulative impacts from this view point with there be only minor impacts on the setting of the church and conservation area.



View point 5 looks across Chester Road into the Conservation Area and includes the listed church and DOT building. The road network has a major impact on the heritage assets and diminishes the sensitivity of the view.

The 35 storey tower would clearly be evident behind the listed church building. However, this would have only a low adverse impact due to the quality of the architectural form of the development and the fact it forms a distinctive setting to the church. The retention of the DOT building in this view is also considered to be positive.

There would be low levels of beneficial cumulative impacts with the nearby consented Bentick Street schemes which would complement the established densities in this area of the City.



View point 6 is from the Mancunian Way looking north west towards the Conservation Area. It is dominated by the Mancunian way motorway although the listed church is evident in the background. The characteristics of the conservation area are not evident within this view due to the dominance of the road network. The heritage value of this view is therefore considered to be low.

The proposal would be highly visible, particularly the tower. When viewed alongside the listed church, the high quality materials of the elevations contrast successfully with the church. The impacts on the heritage assets are considered to be low. However, the impact on the townscape are considered to be beneficial and would provide a landmark building along the Mancunian Way.

The cumulative impacts from this view point are considered to be low beneficial as they would help reflect the established scale and density in this area with other consented and built schemes.



View point 7

This view is experienced from Castle Street within the Conservation Area basin at the historic core of the conservation area looking south westwards back towards the application site.

A number of grade II listed buildings are evident in this view point along with other historic features. The scale of the proposal would be taller than any other feature within this view point resulting in a low adverse impact. The impact on the conservation area and listed buildings is minimised as a result of the key characteristics of the heritage assets being still fully appreciated from within the conservation area with the proposed development only being evident in the background.



View point 8 is taken from Lower Byron Street towards the north eastern edge of the conservation area. The view looks south westwards and includes a number of grade II listed buildings. The cluster of heritage assets in this view means it is considered to be of medium to high value.

Whilst the proposal would be evident from this view point, only a small element is legible. The setting of the conservation area and listed buildings is not considered to be compromised resulting in a low adverse impact. In addition, there are considered to be some low level beneficial cumulative impacts.



The development would form a large and significant development within the eight most sensitive views that would transform the area. The tallest element at 35 storeys is situated close to the listed church and the Mancunian Way. The assessment has shown, the tower element, 10 storey elements and the retention of the DOT building has some beneficial impacts on the townscape without unduly harming any heritage assets or sensitive views.

It is therefore considered that the impact of the height and scale of the development has been tested properly through the townscape and visual impact study and would not create unduly harmful impacts. Indeed, in the majority of instances the study has revealed the impacts to be positive on the local area and on the city townscape. The use of a high quality materials, and the creation of a distinctive development, would result in an acceptable scheme.

The development would be seen from a number of sites across the city which includes heritage assets. However, this would not be unduly harmful and in some instance would be beneficial. Where the development would clearly be seen in the same context as heritage assets, the significance and setting of these buildings is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

Impact of the historic environment and cultural heritage

The application site is located within the Castlefield Conservation Area and contains the former DOT building which contributes positively to its character. The application site does not contain any listed buildings, but does affect the setting of a number of listed buildings. These are: Church of St George (Grade II*); Churchyard walls, gate,

piers and gates at Church of St George (Grade II); Former Canal Flour Mills (Grade II); Hulme Lock Branch Canal (Grade II); Castlefield railway Viaduct Manchester Central to Dawson Street (Grade II); Rochdale Canal lock number 92 and Castle Street Bridge (Grade II); Merchants warehouse (Grade II); Middle Warehouse at former Castlefield goods yard (Grade II); Bridgewater canal offices (Grade II); 215-219 Chester Road (Grade II); Former Campfield Market Hall (Grade II); Former LNWR goods transfer shed (Grade II); and Former Liverpool Road station goods warehouse (Grade II).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. Whilst a number of listed buildings have been identified, the key listed and heritage assets affected by the proposal are Grade II* former St Georges Church together with the separately listed railings, gates and gate posts which a grade II listed. The other listed building identified above, form part of the wider character and view of the proposal have been y considered within the townscape and visual impact assessment.

The Castlefield Conservation Area is one of the largest conservation areas in Manchester. The main focus of the Conservation Area is the Castlefield Basin/Potato Wharf and Liverpool Road. These areas contain a large number of the listed buildings identified above and they represent the development of the railways and industry in this part of the City.

The numerous viaducts and bridges constructed as part of the development of the railways dominates the character of this area, creating a unique environment of both canals and warehouses. These structures were a direct consequence of the growing rail network in and out of Manchester during the second half of the 19th Century. Different rail companies constructed their own lines into the City resulting in new lines passing through Castlefield having to be operated at high level to prevent obstruction to the canal network below. In recent years, redevelopment proposals have seen residential, commercial and recreational uses within this area.

St George’s Church was constructed in 1826-8 by Frances Goodwin. It is constructed of sandstone with slate roofs in a Gothick perpendicular style. There is a nave within the west tower. The building has been converted into apartments. The immediate setting of the church is largely preserved with its churchyard and perimeter gates remaining. However, more modern developments in the form of the construction of Chester Road and the Mancunian Way have created a hostile setting to the Church. The grid iron pattern in the immediate area of the church is also retained albeit the majority of the historical warehouses which once dominated this part of the conservation area have been lost.

The application site currently has a neutral impact on the setting of the Conservation Area and the nearby listed buildings. The only building present at the site which does have any interest is the non-designated heritage asset of the former DOT building. The building is four storeys and constructed in solid red brick with a double pitched slate roof. This is considered to make a positive contribution to the conservation area as it represents a typical warehouse building which would have once dominated this area.

The Environmental Statement and heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either low beneficial, negligible or neutral in most cases together with there being instances where the proposed development improves the visual amenity of the area thus being beneficial.

As detailed above, these heritage assets have been considered within the 19 key viewpoints through the visual impact assessment. The conclusions and impacts on each view point can be summarised as follows:

View point 1 – A low level of harm on the listed church and listed boundary treatment. Although highly visible from this view point, resulting in a low adverse impact, the quality of the development, together with its contrasting and distinctive style and materiality outweighs and impact on the heritage asset.

View point 2 – The benefits to the conservation area as a result of the retention of the DOT building are clearly evident there by having a beneficial impact on the conservation area.

View point 3 – Although there will be an obscuring of the listed church, the impact on the listed building is considered to be a low level adverse impact due to the hostile environment already created by the extensive road infrastructure.

Viewpoints 4, 5, 6 - A low level of harm on the listed church and listed boundary treatment. Although highly visible from these viewpoints, resulting in a low adverse impact, the quality of the development, together with its contrasting and distinctive style and materiality outweighs and impact on the heritage asset.

Viewpoints 7 and 8 – Numerous listed structures will be seen within these viewpoints, thereby contributing to a low level of adverse harm. However, the heritage assets and characteristics of the conservation area will remain clearly evident.

There are a number of instances where the development would be seen in views which contain heritage assets but the impact would not be unduly harmful. Where the development would be seen in the same context as heritage assets, the significance and setting of these buildings is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 196 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in some instances of adverse impact in relation to changes to the setting of a number of listed buildings, conservation areas and non-designated heritage assets. These impacts are considered to result in less than substantial harm. In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). In doing so, any level of harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would regenerate a key site that currently has a neutral impact on the area, with the exception of the DOT building, which is in a poor state of repair. This proposal would bring a viable and active use in a high quality distinctive building that would take advantage of the close proximity to the heart of the City Centre and public transport. It would provide 386 new homes, many of which would be suitable for families. At 35 and 10 storeys, the buildings would become a landmark feature together with re-using the DOT building. Through careful design, scale, massing and materiality, the block is considered to respond positively into the surrounding historic context.

Historic England consider that whilst a development of this scale has the potential to cause some dominance to the conservation area, the character of the conservation area in this location is fragmented due to the highway network. The removal of the poorer 20th Century building provides, in their opinion, an opportunity to re-develop this site in a more distinctive manner through a re-instatement of the spatial character of the conservation area in the way other recent development have. They consider that the viewpoints within the heritage report clearly demonstrates that the grade II* listed church has 'breathing space' as a result of its churchyard which would minimise any harmful impacts of the development. Whilst the proposal would form the backdrop to the church and inevitably conflict with the church tower, the impacts would not be harmful in this urban context. They consider that the scale of the lower blocks are appropriate whilst the 35 storey tower relates to the edge of the site and the Mancunian Way. They welcome the use of glass on the tower which would contrast well with the sandstone of the church.

The visual assessment undertaken demonstrates that 7 out of the 8 views would result in low adverse harm together with one instance of low level beneficial harm. Five of these instance of low adverse are a direct result of the proximity to the listed church and boundary treatment. Whilst there are also some wider impacts on

other listed buildings within the conservation area, particularly within viewpoints 7 and 8, the characteristics of this listed building will still readily be evident within the conservation area.

Mitigation and public benefits are derived from the quality of the architecture, the regeneration benefits which will come from delivering 356 new homes at the site and the improvements to the local context. There will be also beneficial impacts to the conservation area as a result of the retention of the DOT building.

Whilst there would be some heritage impacts, this would be less than substantial with there being significant public benefits.

The proposal has the potential to continue the regeneration of one of the City's key regeneration areas and would fully utilise a series of under-utilised sites. There are significant benefits to the City's skyline through the addition of a high quality landmark building in an area where there are already high quality tall buildings.

The proposal would introduce a distinctive building of an urban scale and would therefore make a positive contribution to the wider townscape.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, 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 paragraph 196 of the NPPF.

Layout, scale, external appearance and visual amenity

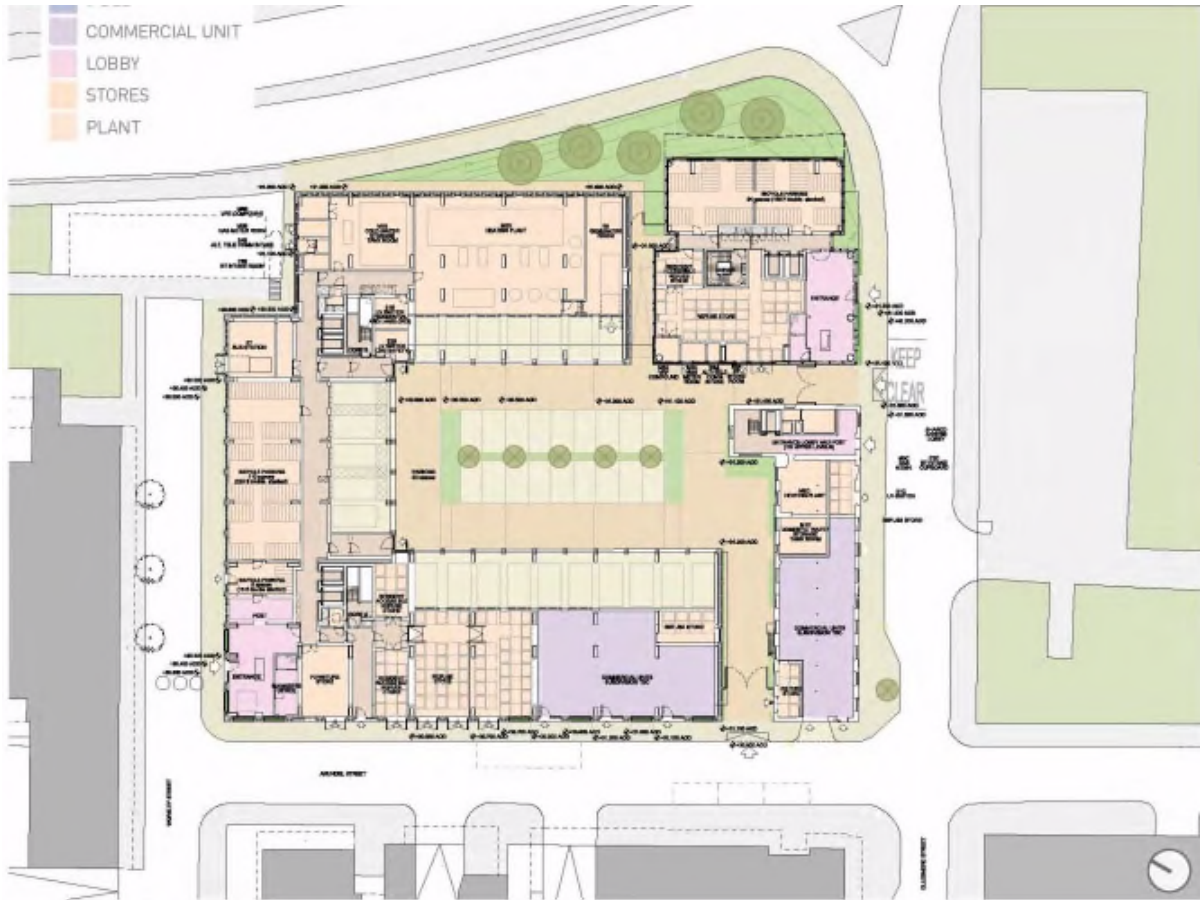
The site is a square perimeter block within Hulme which also occupies a strategic position along the Mancunian Way. The proposal comprises three distinct components:

- Building 1 - A 'U' shaped street block — A 10 storey mixed use block bounded by Arundel Street, Worsley Street and the Mancunian Way;
- Building 2 - A tall gateway corner building — A 35 storey residential block located on the corner of Ellesmere Street and the Mancunian Way; and
- Building 3 - Re use of the former four storey DOT building — to form a residential block.

The layout aims to respond positively, to its differing context. At a local level, it would develop to back of pavement line which is consistent with the character of the Castlefield Conservation area and other buildings elsewhere in St Georges. It would also provide some active ground floor units that would benefit the local area.

The entrance to building 1 would be on the corner of Worsley Street and Arundel Street with commercial premises on the ground floor fronting Arundel Street. The entrance to the refuse store and cycle stores would also be located on these streets and incorporate screens, architectural features and lighting to ensure a positive impact on visual amenity.

A further commercial unit would be created on the ground floor of the retained DOT building and would create activity on the corner of Arundel Street and Ellesmere Street. The main entrances to buildings 2 and 3 would be off Ellesmere Street.



The three buildings would each have a distinct identity. Building 1, at 10 storeys, reflects historic industrial architecture found throughout the conservation area. It would re-introduces development to the street edges of Arundel Street and Worsley Street. Its scale creates a transition between the tower DOT building 3 and the local area. The 9th and 10th floors would be set back to reduce the apparent scale of the building and respond to the scale of buildings in the street scene.

Building 1 would be taller than other nearby new buildings, the separation created by the surrounding road network would minimise the impacts of its scale. The width of Arundel Street would provide a 12.2 metres gap to Base/ Moho apartments and a 9.8 metres to the Box Works.

The façade treatment of building 1 responds to the industrial mill and warehouse buildings of the conservation area particularly in terms of materials and the way in which facades are divided. The elevations to Arundel Street and Worsley Street have a wide brick grid defining the width of each room. Within the framing of the brick grid is a combination of metal cladding, metal framed glass and fine metal balustrades reflect the rooms function. The elevation to the Mancunian Way adopts a tighter brick pier grid reflecting the need to screen the dwellings from the road network. The vertical façade expression is emphasised and includes the use of

stone buttresses and full height outline of the windows. The grass verge which will be retained in a reduced form, would be accessible to residents.

The recessed 9th floor has a combination of transparent full height glazing and back painted glass in front of solid panels. Vertical metal fins, vertical metal balustrade, metal framing and metal roof detailing area of a dark bronze colour which would complement the brick tone of the building. The access cores to the roof terrace are fully glass clad with concealed fixing. The treatment of the 9th floor and the roof terrace also has the effect of further minimising the scale of building 1.

At street level, the façade has a combination of bronze coloured vertical metal fins, metal cladding panels, metal framed glass, planting and integrated concealed façade lighting to create an animation at the street level. The brick detailing around the whole of the ground floor is based on a pattern of intermittently projecting and recessed bricks which will bring further visual interest and texture to the street scene.



Arundel Street and Worsley Street - top levels





Mancunian Way - top levels





Building 2 would be 35 storey's. Its location on and visibility along the Mancunian Way frontage means that a building of this scale could be acceptable in a wider strategic sense. The Mancunian Way is a major route into and around the City Centre and the quality of the environment around it can have a major impact on people's perception of Manchester. For many years, this experience has been a poor one as the quality of the environment and the buildings around it have been poor. However, this has changed over the past 10 years as the scale and quality of development has improved considerably with academic and residential schemes introducing some very high quality buildings. This taller element would continue this process. A slender appearance has been generated by the provision of four storey high off set boxes towards the east and a recess in the plan form towards the north and south of the building. This creates two slender vertical volumes. The two volumes are accentuated at roof level where glazing screens terminate at contrasting levels and angles. The resulting effect would be a distinctive addition to the Manchester skyline.

There has been local concern about the scale of this part of the proposal in comparison to other buildings in the area. This component of the scheme would appear as a very tall element but it has been designed to respond to the Mancunian Way frontage. In that context it is acceptable so long as the impacts on the amenity of local residents are within acceptable levels within St Georges. It also represents an efficient use of land, maximising densities, with a high quality piece of architecture.

Glass is the predominant material for building 2 which would provide a distinct contrast to the architecture of the surrounding area and have an acceptable impact

on the setting of the adjacent listed building. A combination of reflective, transparent, translucent and matted surfaces would be used to provide any interesting treatment to the building.

The east facing winter gardens are arranged in a set of angled offset volumes across every 4th floor contributing positively to the visual expression of the building.

The glazing would have a minimal colour with a degree of reflectivity to lend light back to the surrounding. Solid façade panels are finished with back painted glass. The matted surfaces would be composed of a fritted pattern which is to be applied to part of a few of the transparent glass panels and to some of the back painted glass solid panels.

Rapid vents and services connections to the façade are concealed behind perforated stainless cladding panels. In addition, vertical fin louvres and recessed sliding glass doors would provide further variation to the overall appearance of the envelope dependant on whether they are open or closed.



Mancunian Way - four storey off set volume





Building 3, the DOT building, will be sensitively refurbished using appropriate techniques on its external façade together with alteration to window etc.

Overall the design is considered to be high quality with each of the blocks offering an individual and distinctive architectural response. The scale of the blocks and responding materials pallet offers a different design response for each building which not only contributes positively to the local area but creates a distinctive tower to the city scape. Conditions of the planning approval will ensure that both the materials for the new blocks together with the external refurbishment of the DOT building, are devised and undertaken to the highest standard.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality are maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposed use.

The applicants acknowledge that the market is competitive and the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the scheme as submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

As part of the design process, the proposal has been subject to a Places Matter! review. The review was able to provide constructive feedback on the proposal and allow the design and architecture of the scheme to be independently tested.

The applicants design team are highly experienced and have designed a development that is informed by its context as well as drawing upon their experience and best practice.

The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;
- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics;
- Active ground floor facades, public realm and welcoming spaces; and
- A variety of amenity spaces including an expansive roof garden.

The quality of the design would ensure an uplift in quality in this part of the city centre which will provide a catalysis and benchmark for future development in this part of the city.

Existing tree coverage

A tree survey has been undertaken in respect of this planning application. A total of 13 trees have been identified together with two groups of trees and one hedge. Ten of the individual trees were classified as category B trees 'trees of moderate or value' with the remainder of the trees, group trees and hedge been classified as category C 'trees of low quality'.

Although the trees at the site are considered to be in a good condition, a total of 11 trees will need to be removed at the application site to facilitate the proposals. Suitable mitigation will be sought through the planting of 15 new trees within the development (within the courtyard area and on the site perimeter including the provision of street trees where possible). This suitably mitigates against the loss of planting at the site. In addition, there will also be soft landscaping which forms part of the roof terrace area which will also add to the green infrastructure at the application site.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

A landscaped strategy would ensure that a high quality setting is developed for the buildings together with creating usable/inviting social and recreational spaces for the proposed residents.

Whilst the DOT building and the proposed buildings dominate the plot, some of the existing grass bank and semi mature trees would be retained. This would help provide a visual buffer between the site and the Mancunian Way. The remainder of the development is built to back of footpath in a similar manner to other developments in the area which would reinstate a key characteristic of the

Conservation Area. Where opportunities arise, street trees would be planted to help to green the streets. Footways would be improved around the perimeter of the site.



The ground floor courtyard would provide a secure car parking area. Textured hard landscaping, mature trees and raised planters containing soft landscaping would ensure that this space is pleasant and inviting. Level access would be maintained within this space to ensure it is fully accessible.

A 'U' shaped roof terrace would provide a landscaped recreational space for residents, with communal facilities and views across the City. There are a combination of larger and more intimate sheltered spaces to provide a choice for users. Allotment gardens have been incorporated to the east side of the building providing an opportunity for residents to grow food and plants.



Winter gardens will be provided within the building 2, the tower providing residents within this block well sized private amenity space.

Impact on Archaeology

An archaeological assessment notes that there is potential for below ground archaeology related to mid-19th Century workers housing, late 19th Century Brass Foundry and cotton mill (the DOT building).

GMAAS consider that it would appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology which will be affected by the development.

Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains.

A condition should be imposed on the planning permission to this effect in order to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal, including a bat inspection, concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats, and Greater Manchester Ecology Unit concur with the findings. It has been requested that an informative of the planning approval highlights that should bats be found during the works that works ceased under the site has been inspected by suitably qualified individual.

The proposals provide an opportunity for biodiversity enhancements with the inclusion of the landscaped roof garden and allotments which would contribute to green infrastructure and biodiversity of the application site in line with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

a. Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH , then the room should still receive enough sunlight).

The properties which were assessed are as follows: Box works; Timberwharf; Moho; Base apartments; Roof gardens; St George's Church; City Gate; and Worsley Mill.

In addition, the following amenity areas have been assessed within sun hours: St George's church amenity space; Timberwharf amenity space; Moho amenity space; City Green amenity space.

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

A summary of the impacts is detailed below:

Daylight

Box works – 65 windows, servicing 45 rooms, were assessed. For VSC, 9 (14%) of the 65 windows met the BRE criteria. Two will experience alterations between 30-40% with the remaining windows experiencing an alteration in excess of 40%. However, it should be noted that 51 of these windows already have existing VSC levels below the 27% recommended by the guidelines. For NSL, 18 (40%) of the 45 rooms assessed meet BRE criteria. There will be 27 rooms which will experience an alteration in excess of 40%. It should be noted that 12 of these rooms are bedrooms which have a lesser requirement for daylight.

Whilst it is clear that the proposed development, particularly building 1, will have an impact on existing conditions, consideration should be given to the surrounding context which is one dominated by buildings that occupy the full extent of their plots in a tight urban environment. As such, these result would not be dissimilar to the effects of the existing blocks further down Worsley Street and along Burton Place.

The nominal average height mass, for the area is 28 metres or approximately 7.5 storeys, and fills the entire plot. When assessing the scheme against this as opposed to the current conditions, 65 (100%) of the 65 windows in the Box Works would meet the BRE criteria for VSC. For NSL, 45 (100%) of the rooms assessed would meet the BRE criteria. Using this more flexible method of assessment, as required by the NPPF, the overall impacts on the Box Works are not uncommon for an urban context such as this.

Timberwharf – 87 windows serving 76 rooms were assessed For VSC, 72 (83%) meet the BRE criteria, 8 would experience an alteration between 20-30%, four would experience alterations between 30-40%. This is considered a high level of compliance for an urban context such as this.

For NSL, 73 (96%) met the BRE criteria. One of the affected rooms would experience an alteration in between 20-30%, one room will experience an alteration in between 30-40% with the remaining one window in excess of 40%. Overall the results which are considered reasonable for this urban context.

Base apartments – 57 windows servicing 56 rooms were assessed. For VSC, 5 (9%) met the criteria, two would experience alterations between 30-40% and the remaining 50 would experience alterations in excess of 40%. It should, however, be noted that 38 of these windows have an existing VSC level below the 27% recommended within the BRE guidelines.

As with the Box Work, the Base apartments occupy the full extent of their plot with habitable rooms facing directly on to the application site. As such, the results above are not uncharacteristic for a context such as this where the development plots are tightly grouped together.

For NSL, 7 (13%) of the rooms assessed would meet the BRE criteria, one would experience an alteration in between 20-30%, two would experience an alteration in between 30-40% and the remaining 46 would experience an alteration in excess of 40%.

Using the nominal height mass, 26 (46%) windows would meet the BRE criteria, 7 would experience alterations between 20-30%, 17 would experience an alteration in between 30-40% and the remaining 7 window would experience an alteration in excess of 40%.

For NSL, the nominal average height mass indicates that 26 (46%) would meet the BRE criteria. Of these, 12 would experience alteration between 20-30%, 7 would experience an alteration in between 30-40% and the remaining 11 would experience alterations in excess of 40%.

The assessment demonstrates that the development would impact on the Base apartments. However, these are considered to be unusual given the characteristics of this area.

Moho – 126 windows serving 108 rooms were assessed. For VSC, 59 (47%) met the BRE criteria, 1 would experience an alteration between 20-30%, 3 rooms between 30-40% and the remaining 53 windows in excess of 40%. However, it should be noted that these windows have existing VSC levels below the 27% recommended with the BRE guidelines. In fact only 6 windows to *Moho* meet the VSC target currently.

Using the nominal average height mass, 103 (82%) would meet the BRE criteria, with 11 windows an alteration between 20-30%, 3 between 30-40% and 9 in excess of 40%.

For NSL, 63 (58%) would meet the BRE criteria with 6 experiencing an alteration in between 30-40%. The remaining 33 rooms would experience alterations in excess of 40%. It should be noted that 18 of these rooms are bedrooms which have a lesser requirements for daylight.

When applying the nominal average height mass, 100 (93%) would meet the BRE criteria. As such, the impacts are considered to be acceptable. The existing windows to *Moho* are recessed underneath overhanging balconies.

Roof gardens – 125 windows serving 83 rooms were assessed. For VSC, 103 (82%) met the BRE criteria with 18 windows experiencing an alteration between 20-30% and one having an alteration between 30-40%. The remaining 3 rooms would experience an alteration in excess of 40%. This is considered to be a high level of compliance given the urban context.

For NSL, 77 (93%) would meet the BRE criteria, with 3 experiencing an alteration between 20-30%, one between 30-40% and the remaining 2 in excess of 40%.

The impacts are considered to be acceptable in this context.

St George's Church – 65 windows, serving 31 rooms were assessed. For VSC, 42 (65%) met the BRE criteria. 23 windows would experience an alteration between 20-30%. The impact is predominately on the lower ground floor and ground floor windows with the building overall continuing to receive an average of 35% VSC. This is a very high level of VSC daylight for an urban context given the maximum is 40%.

For NSL, 26 (84%) of the rooms will meet the BRE criteria. There will be 5 rooms which will experience an alteration between 20-30%, again these are the lower ground floor windows.

It is considered that the impacts on St George's church are low with the property continuing to receive a high level of daylight for its context.

City Gate 150 windows were assessed. For VSC, 114 (76%) would meet the BRE criteria. There will be 24 where there will be an alteration between 20-30% with a further 12 windows with an alteration between 30-40%. Overall the building would continue to receive an average of 25.5% VSC which is a high level of compliance for this context.

For NSL, 104 (99%) of the rooms will meet the BRE criteria. There will be one affected room which will experience an alteration in between 20-30%.

Overall, the level of harm as a result of the development on this property is considered to be of a minor level of harm.

Worsley Mill – 64 windows were assessed which serve 26 rooms. For VSC, 55 (86%) would meet the BRE criteria with 5 experiencing an alteration of 20-30% with the remaining 4 windows an alteration in excess of 40%.

For NSL, 26 (100%) would meet the BRE criteria. As such, the impacts on the development of this property are considered to be negligible.

Sunlight

A total of 33 windows were assessed for sunlight across the 8 buildings above. The impacts can be summarised as follows:

Box Works – 45 windows were assessed of which 15 (23%) will meet the BRE guidelines for both winter and annual APSH. Two of the affected windows will experience alteration in annual APSH between 20-30%, with a further 28 experiencing an alteration in annual APSH in excess of 40%. 30 windows will also experience alterations in winter APSH in excess of 40%.

It is noted that the building currently has a very open aspect, particularly when compared to other properties. The results above, would not be dissimilar to the current levels of sunlight received at Timberwharf and along Burton Place.

When the nominal average height mass is used, all of the windows in this development meet the BRE criteria. Taking the above into account, whilst there will be a degree of harm to the levels of sunlight at the Box Works, the level of harm is

considered to be commensurate with its context and the arrangement of the Box Works with its built form built up the footpath edge.

Timberwharf – 80 windows were assessed with 63 (79%) meeting the BRE criteria. One of the affected windows will experience an alteration in annual APSH between 20-30%, 6 windows and alteration in annual APSH between 30-40% and 10 windows an alteration in annual APSH in excess of 40%. This is considered to be a high rate of compliance for an urban context and the result are comparable with windows on the western elevation of this building.

Base apartments – A total of 5 windows were assessed with none of the windows meeting the BRE criteria for both winter and annual APSH. All of the windows will experience an annual APSH alteration in excess of 40%. Putting these results into context, it should be noted that these windows are located within the stairwell recess to the elevation overlooking the development site. When applying the nominal height mass, all of the windows meet the BRE criteria.

Moho – 18 windows were assessed with 15 (83%) meeting the BRE criteria for both winter and annual APSH. One of the affected windows will experience an alteration in annual APSH between 20-30% and two windows will experience alteration in annual APSH between 30-40%.

The effects are considered to be negligible in this context and therefore not considered to be unduly harmful.

Roof gardens – 8 windows were assessed with all of them meeting the BRE criteria for annual and winter APSH.

St Georges Church – 18 windows were assessed with all of them meeting the BRE criteria for annual and winter APSH.

City Gate – 95 windows were assessed with 94 (92%) meeting The BRE criteria for both winter and annual APSH. One of the affected windows will experience an alteration in annual APSH between 20-30% and one of the affected windows will experience an alteration in winter APSH between 20-30%. Notwithstanding this, it is considered that this is a high level of compliance and therefore a low level of harm in this context.

Overlooking/privacy

There will be the following privacy distance between the development and surrounding properties:

- Box Works – 9.8 metres;
- Base and Moho – 12.2 metres;
- St Georges Church – 12.6 metres.

Such distances are standard across the area. However, taking account of the context and the need to minimise any incidents of overlooking, the internal layouts of

the apartment have been designed so as to minimise the amount of living spaces facing onto the streets facing existing residential buildings.

The living spaces within building 1 are limited per floor to two facing towards opposite buildings on Worsley Street and six facing towards buildings on Arundel Street. In addition, the windows in building 1 are set into a deeper façade expression to reduce the impact on privacy as a result of overlooking.

The roof garden on the top of building 1 contains a 2 metre set back from the building line which further mitigates the potential for overlooking onto neighbouring building (thereby increasing the distances listed above).

Bedrooms are located along the predominant part of the façade facing Ellesmere Street and most parts of the living room spaces in building 2 are set into the plan behind the external private amenity winter gardens thereby minimising any instances of overlooking to surrounding buildings.

b. Wind Environment

A microclimate assessment concludes that there would be no adverse impacts on the pedestrian activities in and around the site. Although this would be a large structure in the local area, its affects would be mitigated by incorporating measures such as landscaping within the passages between the buildings and across the communal roof terrace.

The conditions in and around the application site are therefore expected to be safe for all users of the development and pedestrians in the local area.

c. TV reception

A TV reception survey has concluded that there will be no interface with terrestrial digital television services. In addition, the survey states that there is unlikely to be any interference of digital satellite television services. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

d. Air Quality

The application is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from roads. An air quality report explains that there would be some inevitable impacts on air quality during the construction phases from dust from earth works/construction and vehicle emissions. The applicant is committed to good practices to minimise the impacts on air quality conditions and these practises should remain in place for the duration of the works and be included in the list of planning conditions.

The main impacts during the operational phases would be from vehicle movements and servicing requirements. The applicant has taken a balanced approach to onsite parking given the close proximity to public transport. There will be 424 cycle

spaces together (which exceeds 100% provision) together with 4 on site electric car charging points.

A mechanical ventilation system would be installed to ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, which will be secured by planning condition, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise being from: noise from plant and construction activities; plant; acoustic specification to limit noise ingress from external noise, particularly from nearby roads and the tram.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of a perimeter site the hoarding with acoustic properties, equipment silencers and regular communication with nearby residents. These details should be secured by a planning condition along with details of any plant required. .

The main sources of noise to the apartments would be from nearby traffic. There could be noise from the commercial space within the ground floor of the residential block. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. The hours of the commercial units should be restricted to protect amenity within the apartments. The operating hours of the roof terrace is agreed in order to minimise impacts on residential amenity.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each apartment would have waste storage within the kitchen areas that could accommodate separate storage of refuse, recyclable and compostable materials. Residents would take waste to the designated waste stores.

The residential refuse store will be located on the ground floor of all three buildings. The refuse stores have been designed to meet Council standards and will contain all receptacles in order to promote recycling. The two commercial units will buildings 1 and 3 will have separate refuse stores and will have one 1000 litre Eurobin type for each waste stream again to ensure recycling takes place.

Servicing and refuse collection would take place on Ellesmere Street and Arundel Street via the creation of two new dedicated on street loading bays which will be delivered by the applicant.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space.

There will be provision within the courtyard for disabled parking.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding'.

The site is within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

The Flood Risk Management Team have agreed the drainage scheme and a verification and maintenance report submitted would be submitted post implementation via a planning condition.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that the site is accessible to a range of transport modes and is close to a range of amenities and services. Deansgate train and Metrolink stations together with Cornbrook Metrolink station are all within 10 minutes walk.

The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

40 car parking spaces are proposed within a courtyard area of building one 4 of which would be designated as bays for disabled people. Highway Services have no objection to the level of parking provision in light of the highly sustainable location. In

addition, this low level of car parking is entirely in accordance with the guidance within the Core Strategy and the Residential Quality Guidance which states that the constraints of the development site and the close proximity of public transport should be a key consideration when considering the level of onsite provision.

The ground conditions at the application preclude the formation of any sort of basement or undercroft parking area. Whilst it is considered that the level of parking available at the application site, coupled with the travel planning and sustainability of the location, in line with the comments of Highway Services the applicant should consider how residents would access offsite parking if it is needed. This should therefore form part of the conditions of the any approval.

The majority of the 424 secure cycle parking spaces would be within dedicated secure cycle stores.

A travel plan would be prepared and its full implementation should form part of the conditions of any planning approval.

The residential properties would be serviced from dedicated loading bays on Arundel Street and Ellesmere Street.

Alterations to the highway will be necessary to facilitate the development together with Traffic Regulation Orders introducing and amending to ensure the highway network remains safe. These measures will include:

- Amendments/new traffic regulation orders (TROs) on Ellesmere Street and Arundel Street (including the provision of the two loading bays);
- New vehicular access/egress on Arundel Street;
- Footway improvements and reinstatement works.

These measures would all be secured by planning condition.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report has been provided which provides details on the existing conditions at the application site. Further gas monitoring is required to be undertaken which will inform the final remediation strategy for the site. .

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This

approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Public opinion

The principal concerns arising from the notification process relate to parking and traffic issues, the appropriateness of the scale and density of the development, construction traffic, community offer and adequacy of the daylight and sunlight assessment.

The transport assessment submitted with the applicant has been assessed by Highway Services to be robust and demonstrates that there will be no unacceptable impacts on the local highway network once the development becomes operational. The applicant has considered the manner in which the development is serviced during the construction period, with measures agreed that access will be taken off the Mancunian Way rather than through the St George's area. This will minimise disruption to local residents.

Levels of onsite car parking area appropriate for the location. A travel plan will be produced for the site together with a high level of cycle parking, access to car club cars and mechanisms to explore whether off site provision is required once the development becomes operational. These measures will be secured by planning condition.

It is noted that the proposals involve a development on an ambitious scale. It is acknowledged that the proposal will see big buildings developed at the site which are taller than surrounding buildings. The scale and magnitude of the buildings reflect the site's position on the Mancunian Way whilst being responsive to the lower rise apartment buildings of St Georges and the wider conservation area. The design of the development has evolved in order to be responsive to this context with the tower element sited towards the Mancunian Way and the lower elements characteristics of warehouse buildings will have deep window reveals and recessing of the upper floor to reduce the overall massing of the building.

In response to the desire by local residents to have some form of community offer at the application site, the applicant has confirmed that they intend to the use of some part of one of the commercial units to be used as 'community space'.

The daylight and sunlight report is considered to be robust and has assessed the impact of the development on the most sensitive windows of nearby building.

Permitted development

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

For the residential units that will be for sale on the open market, it is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would

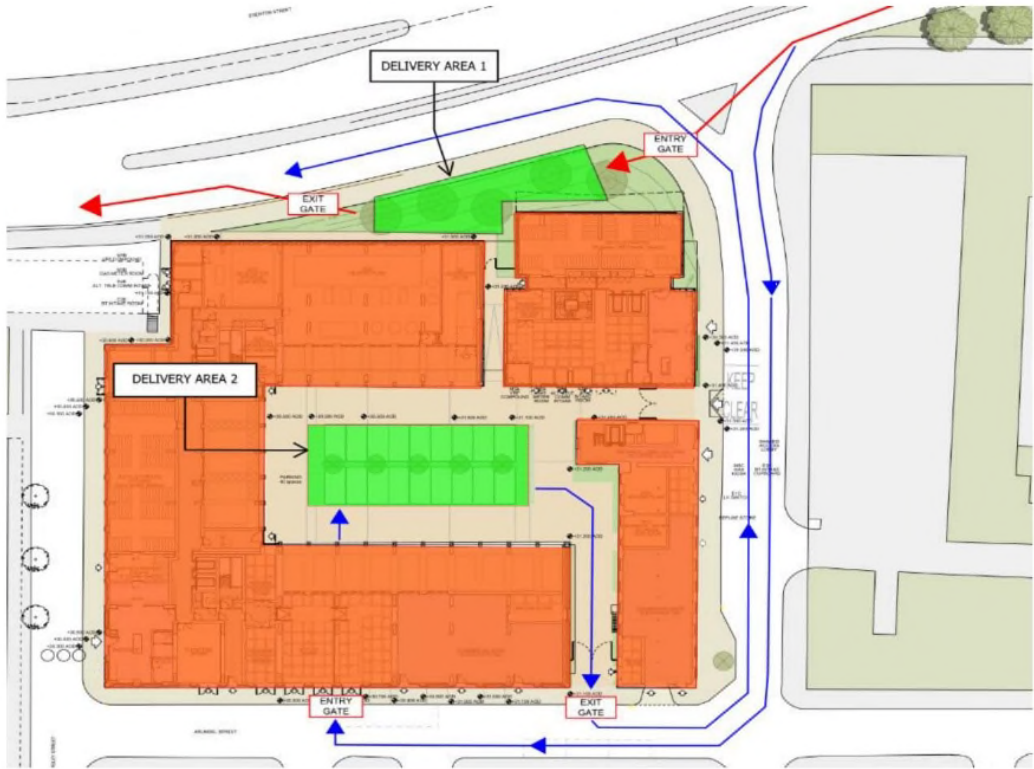
normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

For the residential properties which will be available on a PRS basis, the applicant has provided a draft residential management strategy. This details how properties will be managed. The development of this strategy should form part of the conditions of the planning approval.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and waste or other material would not be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

The applicant has prepared a construction methodology and programme in support of their planning application. This details that the applicant intends to use the slip road off the A56 and A57 interchange which links directly to Ellesmere Street. This will be adopted as the main delivery route. By implementing a main designated exit and entry route from the A57, the construction traffic congestion in the surrounding residential area will be minimised.



Access point and delivery areas

There will be two separate delivery areas within the boundary of the application site. This will again reduce traffic congestion building up in the area and on local roads as this will allow all loading and unloading to take place within the site boundary.

In the event that multiple deliveries are required to the site, an area in Trafford Park will be leased for the duration of the works for vehicles to be held. Once delivery slots become available the vehicles can proceed to the site in line with the above strategy.

With regards to staff parking during the construction period, all employees working on the development will be encouraged to use alternative modes of transport to travel to the site. Some spaces will be made available within the site boundary for employees who need a van to carry out their duties. Parking of vehicles outside, and in the immediate vicinity of the application site, will not be permitted.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Cumulative impacts

A cumulative impact assessment has been undertaken within the Environmental Statement. This has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

For the construction stages, the assessment has concluded that there will be some moderate to minor impacts from the construction process of neighbouring residential properties with the effects being minor to negligible.

In terms of the impact on the highway network, the effects have been thoroughly tested. Whilst there will be some minor adverse effects in local streets and key roads, these are considered to be of local significance only.

As detailed elsewhere within the report the cumulative impacts with regards to the designated and non-designated heritage assets are considered to be at best minor with there being no cumulative impacts with other development.

With regards to views, visual setting and townscape all the impacts are considered to be negligible to minor adverse with the main effects being on views and setting of the church and views within the conservation area.

There will be moderate impacts on water resources, moderate to beneficial impacts on the local population (due to employment and footfall into the area) and negligible impacts on human health.

It is considered that there will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

For the operational phases of the development, the cumulative effects in the nearby residential properties are not considered to be unduly harmful. The assessment demonstrate that there will be some minor adverse harm on the effects on daylight and sunlight and minor beneficial impacts with regards to socio-economic facts, and health and wellbeing. There will be some moderate impacts on the wind environment which can be suitably mitigated through the design features of the scheme.

Highways, traffic, heritage, visual, water and air quality, are all likely to give rise to minor to negligible cumulative effects. The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and this measures are secured by planning condition.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to part L (2010).

The overall energy performance of the development is satisfactory and there would be an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

Aerodrome safeguarding

Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding have found no conflict with any safeguarding criteria. However, it is noted that NATS Safeguarding, who are responsible for the radar system at Manchester Airport, have indicated that there will be an impact on the radar system as a result of the scale of the development. A series of conditions have been recommended which should be included as part of planning approval.

Legal Agreement

The proposal shall be subject to a legal agreement to secure money for the provision of offsite affordable housing in the City.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre including contributing to the supply of high quality housing. Active frontages together with high quality façade will make a positive contribution to the city scape.

There would be cycle parking provision and well considered servicing improvements. The buildings would be of a high level of sustainability and the high quality materials on the exterior of the building are worthy of a building of landmark status.

The current condition of the application site has at best a neutral impact on the area in terms of wider townscape quality. There is the clearly capacity for change which could enhance the setting of adjacent heritage assets and wider townscape. The retention of the DOT building is also considered to be a welcomed addition as part of the proposals and the conservation area.

The report has outlined that the proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances will have a positive impact on the Manchester skyline.

The proposal will result in some localised impacts on existing residential buildings in the area together with view in and out of the conservation area and the adjacent St George's listed church. These effects have been minimised through the careful design of the buildings which sites the tallest elements of the proposal away from sensitive receptors. The massing of the lower block, together with window designs and internal layouts, also reduces incidents of overlooking and loss of light.

The construction impacts, together with any cumulative impacts, will be minimised through a robust management plan which will see access and servicing taken from the Mancunian Way, an off site waiting area for servicing vehicles in Trafford Park and on site designated storage areas. The local community will also benefit from having an onsite community provision within one of the designated commercial units.

The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas 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 thus meeting the requirements set out in paragraph 193 and 196 of the NPPF.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis

of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE** subject to the signing of a section 106 agreement in respect of financial contribution for off site affordable housing.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Drawings

10090 A G100 XP 010, 10090 A G200 P 099, 10090 A G200 P 101, 10090 A G200 P 102, 10090 A G200 P 103, 10090 A G200 P 104, 10090 A G200 P 105, 10090 A G200 P 107, 10090 A G200 P 109, 10090 A G200 P 110, 10090 A G200 P 111, 10090 A G200 P 115, 10090 A G200 P 123, 10090 A G200 P 133, 10090 A G200 P 134, 10090 A G200 P 135, 10090 A G200 P 140, 10090 A G200 P 161, 10090 A G200 P 162, 10090 A G200 P 163, 10090 A G200 E 101, 10090 A G200 E 102, 10090 A G200 E 103, 10090 A G200 E 104, 10090 A G200 E 150, 10090 A G200 S 101, 10090 A G200 S 102, 10090 A G200 S 103, 10090 A G200 S 111, 10090 A G200 S112, 10090 A G251 D 181, 10090 A G251 D 182, 10090 A G251 D 183, 10090 A JC20 P 100, 10090 A JC20 P 120, 10090 A JC20 P 150, 10090 A JC20 P 151 and 10090 A JC20 E 150 all stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018

10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018

Supporting Information

Environmental statement (including construction, historic environment, townscape and visual impact, noise and vibration, sunlight and daylight, wind and microclimate and air quality) stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018

Design and access statement stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018

Planning and Tall buildings statement, Statement of consultation, residential management strategy prepared by GC consulting, Crime Impact Statement (version B) prepared by Greater Manchester Police, Transport Statement prepared by Curtins, Travel Plan Framework prepared by Curtins, Flood Risk Assessment prepared by Curtins, Site waste management strategy prepared by Curtins, Environmental Standards statement prepared by Hoare Lea, Energy statement prepared by Hoare Lea, ventilation strategy prepared by Hoare Lea, phase 1 ecological survey prepared by ERAO, tree survey and management strategy prepared by Godwins tree consultants, archaeological desktop assessment prepared by Salford Archaeology, ground conditions statement prepared by Ian Farmer Associates and TV reception survey prepared by G-Tech stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017

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

3) (a) Prior to the commencement of a phase of the development until details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development. (b) Within six months of the first occupation a phase of the development, details of the results of the scheme shall be submitted for consideration.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

4) No development shall take place for a phase of development until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. A phase of development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording to include:
 - a. A historic building survey (Historic England Level 3)
 - b. Archaeological evaluation through trial trenching
 - c. informed by the above, more detailed targeted excavation and historic research (subject of 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. Dissemination of the results commensurate with their significance, including
 - a. provision for interpretation panels and a booklet.
- d. Provision for archive deposition of the report and records of the site investigation.
- e. 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 the National Planning Policy Framework.

5) The surface water drainage system shall be carried out in accordance with the following information:

- drawing 063365-503 'Overland flow routes Rev B' stamped as received by the City Council, as Local Planning Authority, on the 8 August 2018;
- Email from Joanne Burnett and drawings 063365-510 and 063365-511 'Drainage details' stamped as received by the City Council, as Local Planning Authority, on the 26 July 2018;
- Flood risk and drainage strategy prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Notwithstanding the Preliminary risk assessment (ref. 42028v2) October 2017 and ground investigation report (ref. 42028v2) October 2017 both prepared by Ian Farmer Associates stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017, (a) before a phase of development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of results of additional gas monitoring;
- Submission of a remediation strategy;

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

(b) When the phase of 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 prior to the first occupation of the residential element of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Each phase of development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of development, (a) 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 for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part of the development.

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

9) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) No development shall commence until a radar mitigation scheme (RMS) (including a timetable for its implementation during construction) has been agreed with the City Council, as Local Planning Authority. The approved shall then be implemented in accordance with the revised timetable.

Reason – In the interest of aircraft safety ad operations pursuant to policy DM2 of the Manchester Core Strategy (2012).

11) There shall be no construction work carried out above 30 m AGL unless and until the approved radar mitigation scheme required by condition 11 has been implemented fully in accordance with the approved scheme.

Reason – In the interest of aircraft safety ad operations pursuant to policy DM2 of the Manchester Core Strategy (2012).

12) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

13) (a) Notwithstanding landscaping strategy included within the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018 prior to the first occupation of the residential element of this

development, details of hard and soft landscaping treatments (including tree planting, street tree planting and boundary treatments) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

14) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement prepared by Hoare Lea statement stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018, prior to the (a) first occupation of the residential element and (b) first use of each commercial units, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the residential element and each commercial unit and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018, (a) prior to the first use of each commercial unit as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of each of the commercial units. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason – In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The acoustic insulation of the residential accommodation hereby approved shall be carried out in accordance with the attenuation measures set out in in the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 30 May 2018.

Prior to the first occupation of the residential accommodation within each phase. The measures implemented shall be retained and maintained for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Prior to the first occupation of the residential accommodation details of the refuse arrangements and waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first occupation of the residential element and thereafter be retained and maintained in situ for as long as the development remains in use.

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

19) Prior to the first use of the commercial units hereby approved, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, the refuse arrangements and waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first use of the each commercial unit and thereafter be retained and maintained in situ for as long as the development remains in use.

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

20) Prior to the first use of each of commercial units, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be

implemented prior to the first occupation of each of the commercial units within each phase and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to the first use of each of the commercial units as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

22) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme for each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme for each phase shall be implemented in full prior to the first use of the residential element within each phase of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

23) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the 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.

24) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

- Monday to Saturday 07:30 to 20:00
- Sundays (and Bank Holidays): No deliveries/waste collections

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) Prior to the first use of each commercial unit, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

26) Prior to the first use of the communal roof terraces, the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terraces shall then operate in accordance with the approved hours.

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) The commercial units as shown on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

28) The commercial units, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018 can be occupied as A1, A2, B1, D1 (with the exception of a place of worship) and D2. The first use of the each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

29) Notwithstanding the residential management strategy stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017, prior to the

first use of the residential element building 1 of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of building 2 and 3 shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

31) The development of each phase shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 1 November 2018. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

32) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017.

In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those living at the development;

- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. measures for the delivery of specified travel plan services
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the building within each phase, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first occupation of the residential building element, the provision of 424 cycle spaces, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018 shall be implemented prior to the first occupation of the residential element of each phase of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

34) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018 shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason – To ensure car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first use of the residential element within the first phase of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Amendments/new TROs on Ellesmere Street and Arundel Street (including the provision of 2 loading bays);
- New vehicular access/egress on Arundel Street; and
- Footway improvement and reinstatement works around the perimeter of the application site.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

36) Notwithstanding the TV reception survey prepared by G-tech, stamped as received by the City Council, as Local Planning Authority, on the 1 November 2017, within one month of the practical completion of each phase of the development or before the residential element of 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 a 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 above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

37) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential element of the development hereby approved, details of the provision to promote car hire scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of each phase of the residential element of the scheme and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

39) Prior to the first use of any commercial unit within the development as indicated on drawing 10090 A G200 P 100 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 6 September 2018, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first occupation of the residential element hereby approved, the 4 electric car charging points. As indicated in the email from Joanne Burnett dated 14 August 2018, shall be implemented, made available and thereafter retained for as long as the development is in place.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

41) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- Radar mitigation scheme means a detailed scheme to be agreed with NATS which sets out the measures to be taken to avoid at all times the impact of the development the M10 Primary and secondary surveillance radar and air traffic management operations of NATS
- Bats can, and do, turn up in unexpected places. If bats are found at any time during the course of demolition works then works must cease and advice sought for a suitably qualified person about how best to proceed. All bats and their resting places are legally protected.

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: 118045/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national

planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Castlefield Forum
Trafford Council
Strategic Development Team
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Pedestrians Society
Greater Manchester Archaeological Advisory Service
National Amenity Societies
Greater Manchester Ecology Unit
Manchester Airport Safeguarding Officer
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 :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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