

Application Number	Date of Appln	Committee Date	Ward
123261/FO/2019	10th Apr 2019	27th Jun 2019	Hulme Ward

Proposal Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work

Location Land Bounded By Arundel Street, Ellesmere Street, The A57 (M) Inner Ring Road (Mancunian Way) And Worsley Street, Manchester

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

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

Background

An application for the erection the erection of 35 storey residential building and a 10 storey residential building, with ground floor commercial units together with the change of use of the former DOT Building to form a mixed use residential and commercial building for 386 residential apartments and other ancillary works for the site was refused by the Planning and Highways Committee on the 18 October 2018 for the following reason:

“The erection of a 35 storey tower and 10 storey building would, by virtue of its siting, scale and appearance result in a form of development that would be overly dominate and would harm the form, character and setting of the Castlefield Conservation Area and the setting of the adjacent Grade II listed former St George's Church”*

This application e proposal which is the subject to this planning application are significantly different to those previously presented. The key changes are as follows:

- Tower element (building 2) has been reduced from 35 storeys to 23 storeys to minimise the impact on the listed building and the adjacent residential properties;
- Change in material and composition of the tower element from a linear glass tower to a simple brick frame with punched window reveals to respond to the characteristics of the conservation area.
- Reduction in the height of building 1 from 10 storeys to 8/9 storeys;
- Increased active frontages to Worsley Street, Arundel Street and Ellesmere Street with commercial frontages;
- Worsley Street will benefit from enhanced public realm improvement including street trees and furniture. Ellesmere Street and Arundel Street will also have improvements to the public realm including trees and planters where possible.

The new proposals have been the subject of extensive consultation and development with the local community.

Description

The site measures 0.5 hectares and is bounded by Arundel Street, Ellesmere Street, Worsley Street and the Inner Ring Road (IRR). It includes the 4 storey DOT building fronting Ellesmere Street and a single storey gym on Arundel Street. It is divided into two 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 George's area of the Hulme Ward and has a prominent position on the IRR. It is the city centre for planning and regeneration policy purpose within the core strategy. The area is part of a ribbon of land that links different parts of the regional centre including Salford quays and Trafford.

The regeneration and renewal has been a priority here for over 20 years. Its character is very different to more traditional areas of Hulme which is dominated by lower rise housing with some tower blocks. This area contains much larger city blocks defined by the larger buildings that once occupied the area but most recently has been defined by post-industrial blight

The immediate context is largely residential with ancillary commercial and leisure uses. Box Works, 6 storey, is to the north with Moho, 7 storey, and Base, 8 storey, 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. 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 and the conversion of the former DOT building to provide 355 residential apartments and 508 sqm of commercial floor space.

Building one would be the part 8, part 9 storeys and 'L' shaped fronting Arundel Street and Worsley Street. Building 2 would be part 11, part 23 storeys and would principally front the Mancunian Way. Together they form a 'U' shaped building forming 343 apartments. The former DOT building would be converted into 12 apartments. There would be 127 one bedroom apartments, 218 two bedroom apartments and 10 three bedroom apartments. Over 64% would have two or three bedrooms and would be suitable to families and those wishing to share. The majority of the remaining one bedroom apartments would be large enough for two people.

The commercial accommodation could contain uses within use classes A1, A2, B1, D1 and D2. They would create active frontages to Arundel Street, Worsley Street and Ellesmere Street. This is a significant change since the previous proposal with now all three road frontages being activated.

The buildings have been designed to respond appropriately to their context. Building one relates to scale of surrounding buildings and respects the historic environment. Building two is adjacent to the Mancunian Way which, provides an opportunity to develop a larger building at a prominent location.



A large landscaped roof terrace would be located on levels 8 and 9 of building 1.

The principal entrance to buildings one is on Worsley Street and building two and the DOT building would be from a walkway off Ellesmere Street. There would be a 31 space car park in the courtyard space, 4 of which will be designated for disabled people. Electric car charging points would be provided within the parking area. There are car club bays on Ellesmere Street and at St Georges Island.

Building 1 would have 82 cycle spaces and building two 262. 12 spaces would be dedicated to residents of the DOT building. 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. Residents would store waste in each apartment before taking it to 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

The application was accompanied by an Environmental Statement and 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; of public interest; being an EIA development; and, affecting the setting of a conservation area and a listed building. Site notices were displayed around the site. Local residents and businesses were notified.

A total of 25 objections have been received in respect of this matter. The comments can be summarised as follows:

- The building is not in keeping and will not have a positive impact on the surrounding area;
- The plans differ from the models displayed at the consultation event;
- The amount of parking will have a detrimental impact on the surrounding area which is already gridlocked. The local infrastructure cannot cope with the number of residents and traffic;

- Residents will have to suffer through building work;
- The development should be reduced in scale to the adjacent buildings;
- There does not appear to be any social/affordable housing. The developer should not be allowed to avoid the 20% requirement;
- The car parking ratio is inadequate to the number of apartments;
- There will be impact on air quality;
- A construction management plan needs consideration;
- There should be monies available to improve lighting and safety on surrounding streets;
- The surrounding area is becoming overdeveloped with too many apartments. There is insufficient space between the blocks. No more high density living this is not Hong Kong;
- Concerns about the removal of the existing car parking at the application site;
- Servicing of the development (both construction and operation) will be problematic on surrounding residential streets;
- The development will have an impact on daylight and sunlight on surrounding buildings;
- The 23 storey building will dominate the local skyline;
- Concern the commercial space will be left empty;
- The roof gardens will create noise during the evenings;
- Consultation with local residents has been inadequate;
- Little consideration of the impact of construction on the surrounding area
- Limited vegetation as part of the new development;
- The tower element is too tall and will spoil views of the church;
- The development is out of context with the conservation area;
- There are a low number of properties aimed at families i.e 3 bedrooms
- loss of green space
- The building is more dominate that surrounding buildings;
- Box Works management comp raises objections if their are right to light issues
- reopen junction of Arundel Street and Chester Road to alleviate traffic pressure building up on Ellesmere Street (during construction);
- on completion, make access to Chester Road from the top of Arundel Street to permanent to alleviate the volume of traffic funnelled into Ellesmere Street.
- Basement area should be used for car parking;
- Valuable archaeology will be built over.

Britannia Basin Community Forum (BBCF)- Have found the process positive and believe that many of the concerns of residents have been addressed mainly the reduction in the height of the main tower, reduction in mass of overall scheme to reduce the impact on surrounding residents and improved community/commercial spaces, streetscape and public realm.

However, some members have raised concern regarding the tone of public communications from the developer which they feel suggests that BBCF endorses the new scheme which is not the case. We are, however, pleased with the meaningful consultation and resolution of the above concerns.

Whilst we are not objecting to the development in principle, some of our Members have requested that we make you aware that the number of apartments, overall massing, resulting design and access still poses concerns in the community and members of the group regarding this scheme.

Highway Services – This is a highly accessible site and traffic impacts should 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. A travel plan and a construction management plan should be progressed. All highways works are to be agreed by a s278 agreement including: amendments/new TROs on Ellesmere Street and Arundel Street; the provision of the two loading bays; new vehicular access/egress on Arundel Street; and, footway improvement and reinstatement works.

Flood Risk Management Team – require details of a surface water drainage scheme, a management regime and verification report to be agreed..

Environment Agency – The has been subject to past industrial activity which poses a high risk of pollution to controlled waters and the Councils specialists should be consulted.

Environmental Health - Further information required, particularly around gas monitoring and a remediation strategy. A verification report should be provided on completion of the work. 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. The waste management arrangements are acceptable. Consideration should be given to the provision of electric car charging points.

Design for Security at Greater Manchester Police – The proposed development should meet secure by design standards.

Greater Manchester Ecology Unit – No objections on ecological grounds. If bats turn up during demolition work should cease until it is appropriate to proceed.

Manchester Conservation Areas and Historic Buildings Panel – The Panel felt that the proposals obscured views of St Georges Church and it is the church itself that provides the landmark focal point and there is no need for a tower element to the proposals.

The Panel felt that the tower element would dominate the church as the landmark feature and the proposals would be detrimental to its setting. The Panel felt that any

proposals should respect the setting of the grade II* listed church and be no taller than its main body.

The Panel would like to see the original window details reinstated to the former DOT building. The Panel noted that there are some improvements to the public realm which was now less ambiguous.

Historic England – Do not wish to comment on this planning application.

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 a programme of historic building and excavation should record the archaeology impacted and should be secured through a planning condition.

Aerodrome Safeguarding – No comments at the time of writing this report. Any comments will be reported to committee for consideration.

NATS Safeguarding – No comments at the time of writing this report. Any comments will be reported to committee for consideration.

Policy

The Development Plan

The Development Plan consists of The Core Strategy (2012); and saved policies of the Unitary Development Plan (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It 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 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), 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 improvement of the City's economic performance and seeks to spread the benefits of the growth reduce economic, environmental and social disparities in Manchester, and to help create inclusive sustainable

communities. The scheme would provide jobs during construction and would provide housing near to employment opportunities.

S03 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. Economic growth requires housing to be provided in locations such as this to provide attractive places that people choose to live in and contribute to the economy.

S05. Transport - seeks to improve physical connectivity through sustainable transport networks, to enhance the City's 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 public transport facilities.

S06. Environment - the development would seek to protect and enhance the natural and built environment and ensure the natural resources are used sustainably 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.
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Policy SP1 'Spatial Principles' the creation of neighbourhoods where people choose to live is a key spatial principle, with high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure and promote walking, cycling and public transport use.

The proposal would contribute towards meeting housing growth and would create a high quality neighbourhood. The impact on local residents has been minimised. The design, public realm and linkages would be of a high quality.

Policy EC3 'The Regional Centre' housing is appropriate and should complement mixed use employment areas. The proposal would provide the type of dense residential development required and would contribute to housing growth.

Policy CC3 'Housing' encourages apartments of a high standard which are large enough to suit a range of occupants, in terms of the number of rooms and their size. These apartments would predominately be larger and suitable for families and in line with adopted space standards.

Policy CC5 'Transport' proposals should improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. This proposal would improve footways around the site. Cycle provision has been maximised along with measures to encourage sustainable forms of transport.

CC6 'City Centre high density development' City Centre Development should generally be high-density and land used efficiently. Building heights in the City Centre will significantly exceed what is appropriate elsewhere in the City. This is a high density development and would use the site efficiently.

Policy CC9 'Design and Heritage' new buildings need to be of the highest standard in terms of appearance and function. Development should preserve or enhance the City's heritage assets, including listed buildings, conservation areas and scheduled ancient monuments. High density and mixed use development is supported 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 would 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. There is a range of public transport modes nearby and the use of cycling, car sharing and car clubs will be encouraged in the Travel Plan..

Policy T2 'Accessible areas of opportunity and needs' This is a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network.

Policy EN1 'Design principles and strategic character areas' The design and appearance is of a high quality and 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 its skyline and 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. A high quality development is proposed that would have a positive impact on views and regenerate the area.

Policy EN3 'Heritage' development should complement and take advantage of the City's distinct historic and heritage features. 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 and this is clearly set out below.

Policy H1 'Overall Housing Provision' the proportionate distribution of housing, and the mix within each area, will depend on factors such as the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development

will be on previously developed land. This would be a dense scheme in an area where housing growth is expected. The proposal uses a previously developed site and the varying accommodation size would appeal to a diverse range of housing needs. A large number of the properties have 2 and 3 bedrooms.

Policy H8 'Affordable Housing' affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The homes would be for sale and help to diversify housing choice. The viability of the scheme has been considered and is deliverable in its current form. There would be no on site affordable housing and further details are 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 and should 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 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' development 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 is of limited quality. The landscaping proposed should improve green infrastructure.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites over 0.5ha within critical drainage areas. An agreed scheme would minimise surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', developers should identify and implement reasonable measures improve biodiversity, either on or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas. The site is not of high quality in ecology terms. .

Policy EN16 'Air Quality' The proposal would not compromise air quality and dust from construction and car usage would be minimised.

Policy EN17 'Water Quality' the impact on the surrounding water courses including those which may be underground would be minimised.

Policy EN18, 'Contaminated Land', Provisional details relating to ground conditions are provided and further investigative work are needed to confirm the findings and determine if any mitigation is required.

EN19 'Waste' proposals must follow the waste hierarchy of prevention, reduction, re-use, recycling, energy recovery, and disposal. A waste management strategy would ensure that residents adhere to recycling principles which would be a condition. .

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. The proposal does not conflict with any safeguarding policies provided suitable mitigation is put in place with regards to the radar.

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 has been largely replaced by the Manchester Core Strategy. Some saved policies are considered relevant and material and therefore have been given due weight. These are as follows:

Saved policy DC18 '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 Noise, 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.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The IIR significant road route in the City. This proposal provide a building of the highest quality design which will provide new homes for this part of the City.

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. 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).

Para 64 states that where major housing developments are proposed, planning policies and decisions should expect at least 10% of 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).

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: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; 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; the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and 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: 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

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 sol, 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 proposal 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.

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.

Interest - Members are advised that the City Council has an interest in this application site as landowner and are reminded that they must disregard this and exercise its duty as Local Planning Authority only.

Principle of the proposal and the schemes contribution to regeneration and housing growth

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 new homes and commercial uses would complement and be consistent with the ongoing regeneration of St George’s. 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 355 homes would include one, two and three-bed apartments with many being suitable to families. The sizes would be consistent with the City's adopted space standards.

Manchester is the fastest growing UK city whose population has increased by 19% since 2001. The city centre population has increased significantly over the past 20 years and will increase considerably by 2030. This, along with trends and changes in household sizes, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining growth and success.

The 355 homes proposed would contribute to the target of 2,500 new homes per annum set out in the 2016 Housing Strategy. The high density development with commercial space, would make an efficient use of the land, and help to meet housing and employment needs efficiently.

This development would create jobs and help to accommodate a skilled workforce. It would reduce commuting distance supporting aspirations for a low carbon city.

The development's would deliver around 1,467 construction job years directly, and a further a 2,214 job years as indirect and induced benefits. Together, this employment with create GVA totalling almost £268m.

The development will create 508 sqm of commercial space to be allocated to uses A1, A2, B1, D1 and D2. The scale of economic benefits is dependent on the final uses accommodated but up to 32.7 full time equivalent (FTE) posts could be accommodated, making an important employment and GVA contribution.

The residents would generate tax income and support jobs and local businesses. The household spend Council Tax income generated by residents is estimated to be in the region of £5.84m every ten years. An estimated 831 residents could be housed by the development, generating household spend of approximately £10.1m each year, which could support an additional 84 jobs. A significant proportion of the household spend likely to be spent in the local institutions such as food outlets, cafes, bars and restaurants providing a boost and adding vitality to the local neighbourhood.

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

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that only a proportion of the affordable housing target of 20% can be met; 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 355 new homes, with 58% for rent and 42% for sale. 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 viability.

A viability report has been made publicly available and has been independently assessed on behalf of the Council. This indicates that the development is viable and can contribute £1,150,000 towards off site affordable housing.

This is based on a benchmark land value of £2,145,000 together with build costs of £172 per sq ft which are within the range expected based on comparable evidence. The total costs would be £77,564,385 with a profit on cost of 15%.

The scheme is viable on this basis and can be delivered to the quality proposed. The affordable housing provision would be secured via a legal agreement.

Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution beyond the 5%, the viability would be re-tested to secure an additional contribution.

Tall Building Assessment including impact on townscape

One of the main issues to consider is whether the scale of the development 23 and 9 storeys is acceptable. This would be tall development and 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 of 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 application.

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

Tall Building Assessment including impact on townscape

A computer modelling process has provided an accurate series of images which illustrate the impact 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.

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 and 19 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. It should also be noted that the scheme has been presented to Places Matter! Design Review.

A zone of visual impact has identified sensitive views and it considers view points 1 - 7 in detail and assesses the level of impact of the development on them.

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

The proposal would introduce a major new feature with the tower being 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 distance to the church yard, would provide a contrasting and distinctive feature to the listed building.

In addition, this scale provides a transition between the listed building, the DOT warehouse and an existing residential block which can be viewed to the right of the proposal (see image below). The palette of materials responds to the existing materials found within the conservation area.

In terms of cumulative impacts, the proposal would be viewed alongside two confirmed developments at Bentinck Street which are occupied by low rise buildings. These schemes are outside of the Conservation Area but form part of its setting. These schemes represent a reinstatement of similar scale of building to nearby residential blocks 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 2 looks north east along Ellesmere Street. The character of the Conservation Area is fully appreciated with modern and older buildings at the street edges. The only heritage asset visible is DOT building which contributes positively to the Conservation Area. 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 3 is from within the Conservation Area looking south-east and is dominated by the Mancunian Way and apartment blocks with little of the character of the Conservation Area visible. The grade II listed Canal Flour Warehouse is glimpsed with the DOT building and Church. These heritage assets are severely compromised by the Mancunian Way creating a view that is medium to low 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 4 is from the south side of Chester Road looking west and is dominated by the road infrastructure with the Conservation Area on the right hand side. There is a clear view of the church but its setting is compromised by the road network.

The proposal would be a major feature and as in view 1, its high quality contrasting materials would provide a form of architecture that is distinctive from the church and would outweigh any harm. The proposal and the church tower would have distinctive characters in terms of scale and architectural form and would not be in competition.

The cumulative impacts with the consented schemes along Bentinck Street show that it would complement the already established density in area. Overall there are no unduly harmful impacts on the townscape, heritage assets or cumulative impacts with only minor impacts on the setting of the church and conservation area.



View 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 tower would be evident behind the listed church. However, this would have only a low adverse impact due to the quality of its architectural form that provides a distinctive setting to the church. The retention of the DOT building would also be positive.

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



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

The proposal would be highly visible. When viewed alongside the church, the high quality materials of the elevations contrast successfully with it. 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 are low beneficial as they would help reflect the established scale and density in this area with other consented and built schemes.



View 7 This view is experienced from Castle Street within the historic core of the conservation area looking south. A number of grade II listed buildings are evident along with other historic features. The proposal would be taller than any other feature resulting in a low adverse impact. The conservation area and listed buildings would be fully appreciated from within the conservation area with the proposal only being evident in the background.



The development would form a large and significant development within the seven most sensitive views and would transform the area. The tower is situated close to the listed church and the Mancunian Way. The assessment has shown, the tower element, 8/9 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.

The impact of the height has been tested and would not be unduly harmful. Indeed, in the majority of instances the impacts on the local area and on the city townscape would be positive. The use of a high quality materials, and the creation of a distinctive development, would result in an acceptable scheme.

Where the development would clearly be seen in the same context as heritage assets, the significance and setting of them 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 tower has been reduced from 35 to 23 storeys and the materials has changed from glass to brick to provide a reference to the historical form of development as materials used in the conservation area.

The site is located within the Castlefield Conservation Area and contains the former DOT building which contributes positively to its character and is a non-designated heritage asset. The 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 George's Church together with the separately listed railings, gates and gate posts which are grade II listed. The other listed building identified above, forms part of the wider character and view of the proposal and have been considered within the townscape and visual impact assessment.

The main focus of the Conservation Area is the Castlefield Basin/Potato Wharf and Liverpool Road. These 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.

Numerous railway viaducts and bridges dominate the character of this area, creating a unique environment of canals and warehouses. These structures were a product of the growing rail network. New lines passing through Castlefield had to be operated at high level to prevent obstruction to the canal network. More recent redevelopment has 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. It has been converted into apartments. The immediate setting of the church is largely preserved with its churchyard and perimeter gates remaining. However, highway schemes at 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 remains although the majority of the historical warehouses which once dominated this part of the conservation area have been lost.

The site currently has a neutral impact on the setting of the Conservation Area and the nearby listed buildings. The former DOT building is four storeys and constructed in red brick with a double pitched slate roof. It makes 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 instances where the proposal improves the visual amenity of the area and is beneficial.

The 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 1 – A low level of harm on the listed church and listed boundary treatment. The high level visibility results in a low adverse impact. However, the quality of the development, together with its contrasting and distinctive style and materiality outweighs and impact on the heritage asset.

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

View 3 – Although the listed church, would be obscured the impact on it is considered to be low level adverse due to the hostile environment already created by the extensive road infrastructure.

View 4, 5, 6 - A low level of harm on the listed church and listed boundary treatment. Although highly visible resulting in a low adverse impact, the quality of the development, and its contrasting and distinctive style and materiality outweighs this impact.

View 7 and 8 – Numerous listed structures would be seen within these views, thereby contributing to a low level of adverse harm. However, the heritage assets and characteristics of the conservation area would 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, their significance and setting 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 would 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 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 355 new homes, many of which would be suitable for families. At 23 and 8/9 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 have chosen to not comment on the development proposals for this site.

The visual assessment undertaken demonstrates that 6 out of the 7 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 viewpoint 7, the characteristics of this listed building would 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 355 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 would continue the regeneration of a key regeneration areas and would fully utilise a series of sites. 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 and the proposal comprises three distinct components:

Building 1 is L' shaped, 8/9 storeys comprising ground floor commercial and ancillary elements and residential above fronting Worsley Street and Arundel Street. Building 2 - Is an 11/23 storey residential block located on the corner of Ellesmere Street and the Mancunian Way. Building 3 - Re uses the former four storey DOT building –to form a residential block.



The layout would respond positively, to the 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 George's. It would also provide 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 and Worsley Street. There would be an entrance to the refuse store and cycle stores on these streets which incorporate screens, architectural features and lighting.



Proposed street scene along Arundel Street



Proposed street scene along Worsley Street including enhanced public realm

A commercial unit would be created on the ground floor of the retained DOT building which would and 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 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 (b and the local area. The 9th floor would be set back to reduce its apparent scale on Arundel Street 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 its impacts with Arundel Street being 12.2 metres wide to Base/ Moho apartments and a 9.8 metres to the Box Works.

The appearance responds to the industrial mill and warehouse buildings of the conservation area 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.



North and West Elevation Study - Worsley Street and Arundel Street

At street level, there would be 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 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.

The location of building 2 on and visibility along the Mancunian Way frontage means 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 but of a much reduced scale than was previously proposed. The 11 storey element to this block is interjected with a 23 storey rotated tower.

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 tall element but it has been designed to respond to the Mancunian Way frontage.

The Mancunian Way does create a huge physical and visual barrier in the City which has also severed the local community from the city centre. This severance does need to be addressed in order to ensure that different components of the city are fully integrated. Developments on the ring road do assist this.

There is a need to announce major entry points to the city centre and the ring road is a location where this can be achieved. There have been other large developments in similar locations to this, such as Isis, Sarah Points and Angel Gardens on Great Ancoats Street and the Renekar scheme at the Harry Ramsdens site. These have all enhanced the cityscape and their local environment significantly and this proposal would deliver similar benefits.

In that context, a development of this scale is appropriate so long as the impacts on the amenity of local residents are within acceptable levels within St Georges. It represents an efficient use of land, maximising densities, with a high quality piece of architecture.

The façade treatment to building 2 is based on larger scale full height components compared to the finer texture of the brick and subdivided panelisation which is found on building 1.

A tight vertical grid with deep reveals creates a dynamic and animated impression. Reconstituted stone mullions would reference the deep red and purple sandstone tones and textures found in the historical facades in Manchester. This decorative element is expressed to every bay along the eastern and northern façade. All other remaining facades introduce a secondary reconstituted stone mullions which is shallower in depth and has a simpler flat finish.

Recessed between the tight vertical grid are full height glazing and full height bronze coloured metal screens. The metal screens conceal acoustic measures and other duct work. The fine metal profiles are arranged in an angled overlapping pattern which again draws upon historical references.



West Elevation Study - Mancunian Way

South Elevation Study - Ellesmere Street



The DOT building, would be sensitively refurbished using appropriate techniques on its external façade together with alteration to window etc.

The design is of a high quality with each block offering an individual and distinctive architectural response. The scale and materials presents a different design for each building which would contribute to the local area and create a distinctive development.

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 would commence work on site as soon as possible.

A Places Matter! review provided constructive feedback when the design and architecture was 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.

Existing tree coverage

13 individual trees have been identified together with two groups of trees and one hedge. Ten trees are category B of moderate 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, 11 trees will need to be removed.

15 trees would be planted within the courtyard and around the site perimeter including the provision of street trees where possible. In addition, soft landscaping on the roof terrace would add to the green infrastructure at the site.

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

The DOT building and the proposed buildings dominate the plot but 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 similar to other developments 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 courtyard would provide secure car parking. Textured hard landscaping, mature trees and raised planters would ensure that this space is pleasant and inviting and it would be fully accessible.

A 'U' shaped roof terrace, to levels 8 and 9 of building 1 and level 11 of building 2, would provide a landscaped recreational space for residents, with communal facilities. 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..



Landscaped roof gardens

Commercial units would activate the Worsley Street frontage. The existing shared surface would be enhanced with tree planting, change in material, seating and footway widening.

Where it is possible, on the corner of Ellesmere Street and Arundel Street, together with the Mancunian Way, a combination of tree planting, shrub planting and mounded raised planters would be introduced to provide an enhanced setting and greening of the street.



Indicative works to Worsley Street

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 affect 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 highlights that should bats be found during the works that works ceased until the site has been inspected by suitably qualified individual.

The proposals could enhance provide biodiversity through the 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 surrounding the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the Annual Probable Sunlight Hours (APSH) have been used as a reference point on a window. If a window point can receive at least 25% APSH , then the room should receive enough sunlight.

The following properties were assessed: 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 for sun hours: St George’s church; Timberwharf; Moho; City Green.

A summary of the impacts is detailed below:

Daylight

Box works – 65 windows at 45 rooms, were assessed. For VSC, 9 (14%) met the criteria. 5 would be altered by 30-40% with the remainder in excess of 40%. However, 51 windows have existing VSC levels below the 27% recommended by the guidelines. For NSL, 18 (40%) of the 45 rooms assessed meet BRE criteria. 27 rooms would experience an alteration in excess of 40%. 12 of these rooms are bedrooms which have a lesser requirement for daylight.

It is clear that the proposal and particularly building 1, would have an impact on existing conditions. However, this area is dominated by buildings that occupy entire plots in a tight urban environment. As such, these result would be similar 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, all the 65 windows in the Box Works would meet the criteria for VSC and fall rooms would meet NSL criteria. Using this more flexible method of assessment, as required by the NPPF, the overall impacts on the Box Works are not uncommon for this type of an urban context.h as this.

Timberwharf – 87 windows at 76 rooms were assessed. For VSC, 79 (91%) meet the criteria, 8 would be altered by 20-30%, two would be altered by 30-40%. This would be a high level of compliance.

For NSL, 73 (96%) met the BRE criteria. One would be altered by between 30-40%, one room would be altered by 30-40% with the remaining window in excess of 40%. Overall the results which are considered reasonable for this urban context.

Base apartments – 57 windows at 56 rooms were assessed. For VSC, 11 (19%) met the criteria, 2 would be altered by between 30-40% and the remaining 44 would be altered by over 40%. 17 of these windows have an existing VSC level below the 27% recommended within the guidelines.

Similar to Box Work, Base occupies the full extent of its plot with habitable rooms facing directly on to the site. The results are not unusual for a context such as this where plots are tightly grouped together.

For NSL, 17 (30%) of the rooms assessed would meet the BRE criteria, one would be altered by 20-30%, two would be altered by 30-40% and the remaining 32 would be altered by over 40%.

Using the nominal height mass, 54 (95%) windows would meet the BRE criteria, 3 would be altered by 20-30% and all the rooms would meet the criteria for NSL.

The impacts Base apartments are not unusual given the characteristics of this area.

Moho – 126 windows at 108 rooms were assessed. For VSC, 71 (56%) met the BRE criteria, 4 would be altered by 20-30%, 3 rooms between 30-40% and the remaining 48 windows in excess of 40%. These windows have VSC levels below the 27% recommended with the guidelines and only 6 windows to Moho meet the VSC target. These windows are recessed beneath overhanging balconies.

Using the nominal average height mass, 125 (99%) would meet the BRE criteria, with 1 window altered by 20-30%.

For NSL, 72 (67%) would meet the BRE criteria with 9 altered by 20-30%, 6 be altered by 30-40% and the remaining be altered by over 40%. The remaining 33 rooms would experience alterations in excess of 40%. 15 of these are bedrooms where there is a lesser requirement for daylight.

When applying the nominal average height mass, 107 (99%) would meet the criteria. As such, the impacts are considered to be acceptable.

Roof gardens – 125 windows at 83 rooms were assessed. For VSC, 113 (90%) met the BRE criteria with 9 altered by 20-30% and two be altered by 30-40%. The remaining one rooms would be altered by over 40%. This is considered to be a high level of compliance given the urban context.

For NSL, 79 (95%) would meet the BRE criteria, with 2 be altered by 20-30%, one between 30-40% and the remaining 1 in excess of 40%.

The impacts are considered to be acceptable in this context.

St George's Church – 65 windows at 31 rooms were assessed. For VSC, 61 (94%) met the BRE criteria. Four windows would be altered by 20-30%. For NSL, 29 (94%) of the rooms will meet the BRE criteria. 7 rooms be altered by 20-30%. 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, 113 (75%) would meet the BRE criteria. 20 would be altered by 20-30% and 15 would be altered by 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, 98 (93%) rooms would meet the BRE criteria with one altered by 20-30%.

Overall, this building would experience a minor level of harm.

Worsley Mill – 62 windows were assessed at 26 rooms. For VSC, 59 (95%) would meet the criteria with 3 altered by 20-30. The windows which do not meet the target are basement and ground floor commercial units.

For NSL, All rooms would meet the criteria. The impact would be negligible.

Sunlight

A total of 318 windows were assessed for sunlight across these 8 buildings with the following impacts.

Box Works – 19 (54%) of 35 windows would meet the guidelines for both winter and annual APSH. 16 would be altered by in excess of 40%. 15 windows will also experience alterations in winter APSH in excess of 40%.

This building has an open aspect. These results would be similar to the current levels of sunlight received at Timber Wharf and along Burton Place.

When the nominal average height mass is use, all of the windows in this development meet the BRE criteria. There would be some harm to sunlight at the Box Works but it is considered to be commensurate with its context and the Box Works being built to the footpath edge.

Timberwharf – 72 (90%) of 80 windows meet the criteria. 3 would be altered by 30-40% and 1 by over 40%. This would be a high rate of compliance for an urban context and the result are comparable with windows on the western elevation.

Base apartments – None of the 5 windows meet the criteria for winter or annual APSH. These windows are located within a stairwell recess to the elevation overlooking the development site. When applying the nominal height mass, all of the windows meet the BRE criteria.

Moho – 16 (89%) of 18 windows meet the criteria for both winter and annual APSH. 2 would be altered by 30-40%. All meet the BRE criteria when the nominal average height mass is used. The effects would be negligible.

Roof gardens –All 8 windows meet the criteria for annual and winter APSH.

St Georges Church –All 18 windows meet the criteria for annual and winter APSH.

City Gate – 94 of 95 windows meet the criteria for both winter and annual APSH. This would be a high level of compliance and the level of harm would be low.

Worsley Mill – All 64 windows meet the criteria for both winter and annual APSH.

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 usual in the area. However, the apartment have been designed to minimise the amount of living spaces facing onto the streets facing existing residential buildings.

(b) Wind Environment

A microclimate assessment concludes that there would be no adverse impacts on the pedestrian activities in and around the site. The impacts of the building would be mitigated by measures such as landscaping within the passages between the buildings and across the communal roof terrace. The conditions in and around the site would 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. 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 361 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. The ^{plant}, acoustic specification would 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 an acoustic perimeter hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a 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 ground floor commercial space. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. The hours of the commercial units and use of the roof terrace. Would be restricted to protect amenity within the apartments.

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 in kitchens that could accommodate separate storage of refuse, recyclable and compostable materials. Residents would take waste to the designated waste stores.

The residential refuse store would be in the ground floor of all three buildings. They have been designed to meet Council standards and would contain all receptacles. The two commercial units in buildings 1 and 3 would have separate

refuse stores with one 1000 litre Eurobin type for each waste stream. Servicing and refuse collection would take place on Ellesmere Street and Arundel Street from new dedicated on street loading bays.

Fume extraction

Fume extraction would be required for the commercial units if they are occupied by a food and drink use. A suitable scheme could be integrated and a condition is recommended that fume extraction details are agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be level 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'. It 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 would be required post implementation.

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

There is a range of transport modes nearby and the site is close to amenities and services. Deansgate train and Metrolink stations and Cornbrook Metrolink station are all within 10-minute walk.

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

31 parking spaces are proposed within a courtyard area 4 of which would be for disabled people. Highway Services have no objection to the level of parking provision in light of the highly sustainable location. The low level of car parking is in accordance with 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.

The ground conditions at the site preclude the formation of any sort of basement or undercroft parking area. The level of parking, the travel planning and the sustainable location is acceptable. However a condition would require details of how any resident needs would be addressed.

The majority of the 361 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.

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. A condition would require the CIS is implemented in full.

Ground conditions

A ground conditions report provides details on the site conditions. Further gas monitoring is required to inform the final site remediation strategy. This should be confirmed through a verification report. This approach should form a condition of the planning approval to comply with policy EN18 of the Core Strategy.

Public opinion

Since the previously refused planning application, and as part of the design evolution for this planning application, the applicant has carried out extensive consultation with the local community.

As part of this planning application, local residents and businesses were notified to understand their view about the proposal. There remains some localised concerns about the proposal in relation to parking, construction management and the appropriateness of the scale and density of the development and impact on light. In addition, comments have been received relating to matters of affordable housing and the impact on the historic environment.

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 are considered 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.

The proposal subject to this applicant has been significantly remodelled and its scale reduced since the previous proposal for this site. It is acknowledged that the proposal still constitutes a building of scale, however, this is in response to the sites position on the Mancunian Way. Where the development sits adjacent to the lower rise apartment buildings of St Georges, and the wider conservation area, the scale of the building sits much lower and appropriate for the context.

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. A detailed account of the associated impacts on the adjacent residential apartment buildings is considered elsewhere within this report concluding that there will be some localised impacts on daylight and sunlight. However, such impacts are not considered to be unduly harmful given the context of the application site with windows in all the developments performing well with regards to daylight and sunlight given the tight urban grain of the local area.

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.

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. Comments are awaited from aerodrome safeguarding this regard. Any comments will be reported to the committee for consideration.

Legal Agreement

The proposal shall be subject to a legal agreement under section 106 of the Planning Act to secure money for the provision of offsite affordable housing in the City as explained in the paragraph with heading "Affordable housing".

Conclusion

The proposal would have a positive impact on the regeneration of the area and contribute to the supply of high quality housing. Active frontages together with high quality façade would improve the street frontages.

The condition of the site at best a neutral and there is capacity for change which could enhance the setting of adjacent heritage assets and wider townscape. The retention of the DOT building benefits the area and the conservation area. The proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances would have a positive impact on the Manchester skyline.

The proposal would result in some localised impacts on nearby residential buildings and on views in and out of the conservation area and the adjacent listed St George's church. These effects have been minimised by siting the 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 policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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

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 affordable housing and highways together 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 1903 A G100 XP 010, 10090 1903 A G100 XP 100, 10090 1903 A G100 P 100, 10090 1903 A G200 XP 100, 10090 1903 A G200 XP 120, 10090 1903 A G200 XP 150, 10090 1903 A G200 XP 151, 10090 1903 A G200 XE 101, 10090 1903 A G200 XE 102, 10090 1903 A G200 XE 103, 10090 1903 A G200 XE 104, 10090 1903 A G200 XS 101, 10090 1903 A G200 XS 111, 10090 1903 A G200 P 100, 10090 1903 A G200 P101, 10090 1903 A G200 P 102, 10090 1903 A G200 P 104, 10090 1903 A G200 P 105, 10090 1903 A G200 P 108, 10090 1903 A G200 P 109, 10090 1903 A G200 P 110, 10090 1903 A G200 P 111, 10090 1903 A G200 P 112, 10090 1903 A G200 P 113, 10090 1903 A G200 P 122, 10090 1903 A G200 P 140, 10090 1903 A G200 P 161, 10090 1903 A G200 P 162, 10090 1903 A G200 P 163, 10090 1903 A G200 P 164, 10090 1903 A G200 P 165, 10090 1903 A G200 P 166, 10090 1903 A G200 E 101, 10090 1903 A G200 E 102, 10090 1903 A G200 E 103, 10090 1903 A G200 E 104, 10090 1903 A G200 E 150, 10090 1903 A G200 E 151, 10090 1903 A G200 S 101, 10090 1903 A G200 S 102, 10090 1903 A G200 S 103, 10090 1903 A G200 S 104, 10090 1903 A G200 S 111, 10090 1903 A G200 S 112, 10090 1903 A G251 D 181, 10090 1903 A G251 D 182, 10090 1903 A G251 D 183, 10090 1903 A JC20 P 100, 10090 1903 A JC20 P 120, 10090 1903 A JC20 P 150, 10090 1903 A JC20 P 151 and 10090 1903 A JC20 E 150 all stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019

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 8 April 2019

Design and access statement, 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 10 April 2019

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 the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 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 historic building survey (Historic England Level 3)

- Archaeological evaluation through trial trenching
- 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:

- analysis of the site investigation records and finds
- 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 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) Notwithstanding the details submitted on the 27 September 2018, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

-Construction details of flow control and SuDS elements.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

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

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

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

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

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

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

7) 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 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).

11) (a) Notwithstanding landscaping strategy included within the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019 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.

12) 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 8 April 2019. 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.

13) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

14) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, (a) prior to the first use of each commercial unit as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

15) 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 8 April 2019.

Prior to the first occupation of the residential accommodation the measures shall be 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).

16) 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.

17) Prior to the first use of the commercial units hereby approved, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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 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.

18) Prior to the first use of each of commercial units, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

19) Prior to the first use of each of the commercial units as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

20) 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 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.

21) 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.

22) When the development is firstly occupied, 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).

23) Prior to the first use of each commercial unit, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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.

24) 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).

25) The commercial units as shown on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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.

26) The commercial units, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, can be occupied as A1, A2, B1, D1 (with the exception of a place of

worship) and D2. The first use of 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.

27) 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.

28) 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.

29) 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 8 April 2019. 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.

30) 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 8 April 2019.

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).

31) Prior to the first occupation of the residential building element, the provision of 361 cycle spaces, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

32) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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).

33) 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).

34) Notwithstanding the TV reception survey prepared by G-tech, stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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.

35) 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).

36) 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).

37) Prior to the first use of any commercial unit within the development as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019,, 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).

38) Prior to the first occupation of the development details of the provision of 4 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, within the car parking area as shown on 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019. The approved details shall be implemented prior to the first occupation of the development and thereafter made available and retained for as long as the development is in use.

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).

39) 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: 123261/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

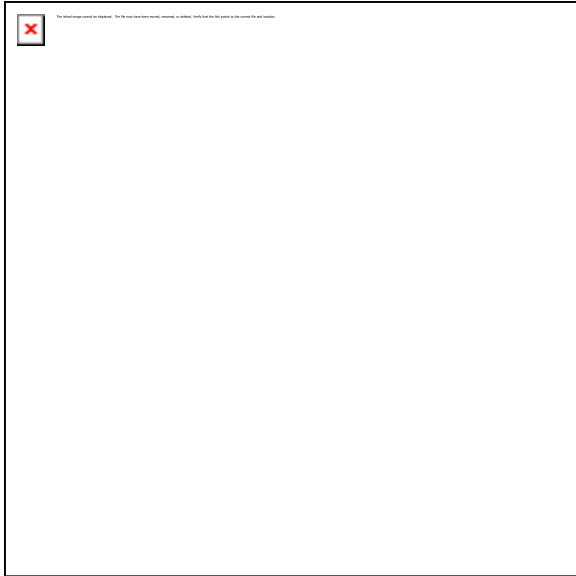
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Planning Casework Unit
BMBB Residents Association**

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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