

Application Number	Date of Appln	Committee Date	Ward
124302/FO/2019	3rd Oct 2019	12 th March 2020	Hulme Ward

Proposal The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works.

Location Land Bounded By Chester Road, Hulme Hall Road & Ellesmere Street, Manchester, M15 4JY

Applicant Mr Gary Jackson , De Trafford, C/o Agent,

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

Introduction

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 13 February 2020 to enable a site visit to take place.

The manner in which this scheme complies with approved planning policies is clearly set out and addressed in the report. Whilst the site is within Hulme Ward, the site is in an area that has been subject to the City Centre policies for the past 25 years. This is a long standing policy position and has been the case since the first residential properties were built in this area. It is unlikely that the area would have been transformed in the way that it has without that context.

It is these policies that must form the basis of decisions made by the Local Planning Authority, including the Planning and Highways Committee. Planning law requires that applications for planning permissions are determined in accordance with the development plan, unless material considerations indicate otherwise.

Description

The site is located on the north east side of the junction of Chester Road and Hulme Hall Road, and is within the St Georges area of Hulme. It is bounded by Hulme Hall Road, Chester Road and Ellesmere Street. It adjoins Sky Gardens, a new build residential scheme on Chester Road and Phoenix House, a 1960s industrial building on Ellesmere Street. The site is rectangular in shape and 0.38 hectares. There is a vacant light industrial unit on part of the site with the remainder used as a temporary site office and car parking and is bounded by a security fence.

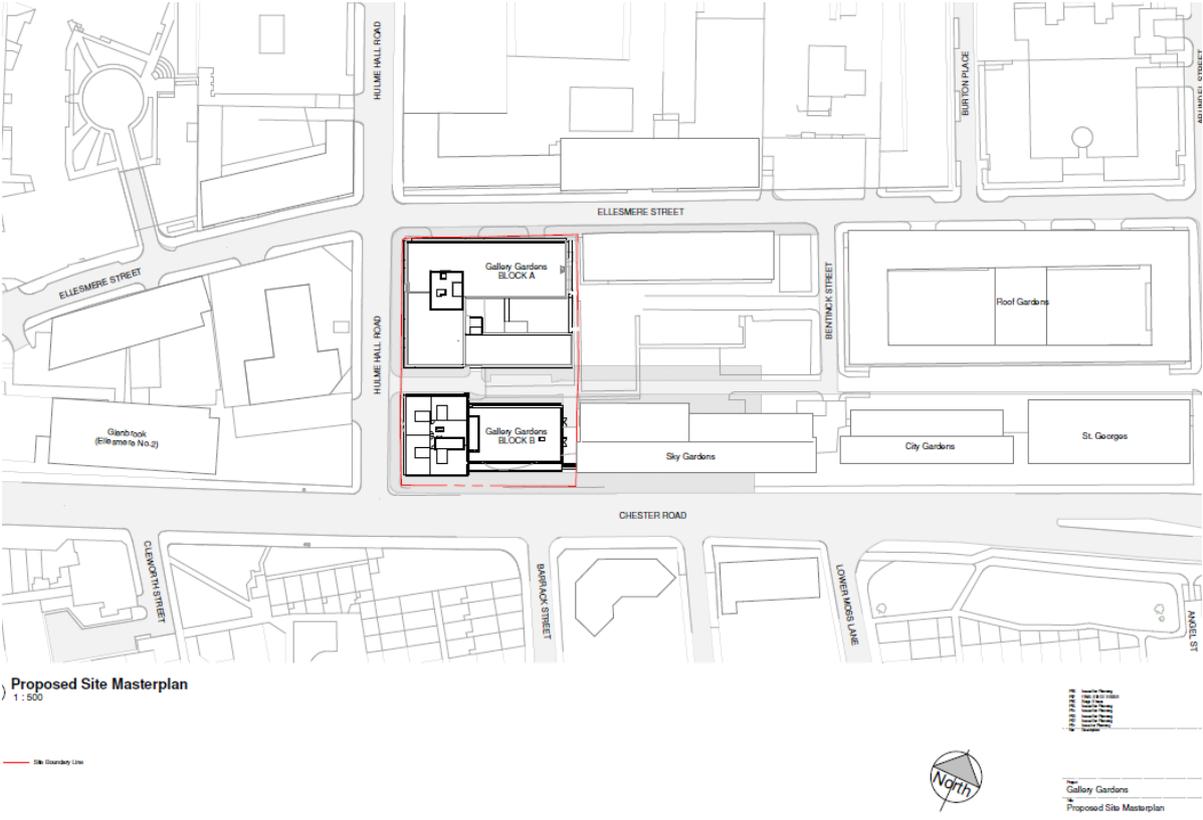
The Castlefield Conservation Area is to the north and there are three Grade II listed buildings nearby, namely Albert Mill, the former Turville public house at 252 Chester Road; and 215-219 Chester Road on the opposite side of Chester Road. The grade

II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lie further towards the Mancunian Way.

There is a mix of uses in the area including residential, warehousing, light industrial units, an auto-repair centre and commercial uses. Over the past 20 years, contemporary apartment buildings have been developed and older buildings have been converted into homes. On the opposite side of Chester Road, much of the area is occupied by low level housing and a couple of high-rise apartment blocks.

Part of the site (at the corner of Hulme Hall Road and Ellesmere Street) has previously received permission for an eight storey building comprising 44 apartments.

The proposal is for a residential development within two blocks of varying heights to provide 366 homes and commercial floor space on the ground floor (Use Classes A1, A2, A3, A4, B1 or D2). The northern block (Block A) would be U-shape around a central private residents' courtyard, with the blocks positioned on the perimeters of the site fronting Ellesmere Street, Hulme Hall Road and an access road between the two main blocks called Spinners Way. The southern block (Block B) would be a rectangular shape fronting Chester Road, Hulme Hall Road and Spinners Way.



The northern section of Block A facing Ellesmere Street would be eight storeys, stepping up to 12 storeys adjacent to Spinners Way. Block B would rise from 14 storeys adjacent to Sky Gardens to 18 storeys on the corner of Chester Road and Hulme Hall Road.

The ground floor level of the two blocks would comprise apartments apart from the corner of the southern block adjacent to Chester Road, which would accommodate commercial floorspace in a double height space. At the second floor level upwards there would be a mix of 1, 2 and 3 bedroom apartments with: 120 one bed; apartments; 242 two bed apartments; and 4 three bed apartments. The main entrances to both blocks would be off Hulme Hall Road with a double height entrance foyer in each building. The entrance to the commercial unit is on Chester Road.



Vehicular access would be off Hulme Hall Road via Spinners Way, which would be part of a route created through the site. There would be an entrance ramp off Spinners Way to a basement under Block A which includes 27 parking spaces and a secure cycle store for 366 bikes. Three parking spaces would be provided on Spinners Way. Four of the basement spaces would be suitable for use by disabled people, equating to 13%. Two bin stores and plant would be in the basement.

There would be a bin store at the ground level of Block B and two in the basement of Block A. This would include: 20 x 1100L bins for general refuse; 22 x 1100L bins for pulpable recycling; 23 x 1100L bins for mixed recycling; and 12 x 240L bins for food waste. The management company would move waste to and from the bin stores to

the collection point on Spinners Way on collection day. The commercial unit on the ground floor of Block B would store waste within their demise and transfer it onto the street on collection day.

With the exception of the tall corner element to Block B, the buildings would have brick facades with a regular geometric grid. The eight storey element would be in light grey brickwork, with the rest of Block A and the lower element of Block B in dark grey brickwork. The window frames and metal handrails to the balconies would be black. The window reveals would be deep with recessed brick panels and a soldier course above. The top floors would have a chamfer to the top of the brickwork.

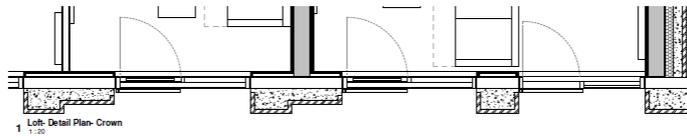


The taller section of Block B, at the junction of Chester Road and Hulme Hall Road, would be clad in dark grey metal with black window frames and balustrading to the balconies. It would strong grid lines with vertical and horizontal profiled metal fins creating a sharp geometric grid pattern.

Block A and the lower section of Block B would have roof gardens One section of the roof of Block A would have lightweight office pods and flexible breakout office space, which would be available for residents and occupiers of the B1 uses at ground floor. A private hire booth, kitchen area with pergola and outdoor events space are also proposed on the roof of Block A.

11.1 CGI - Verified Views

Verified View 03

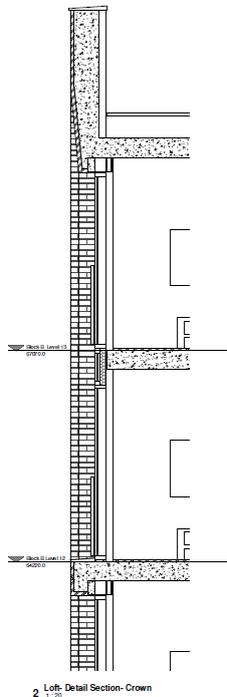


1 Loft Detail Plan - Crown
1:120

Note: Drawings produced by architect, type of construction to be built is subject to change and is not intended to be a final construction document. The design of the drawings is subject to change. Structural information indicated on the drawings is for information only.

Materials

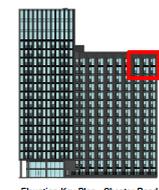
1. Pre-cast panels faced with dark grey brick
2. Pre-cast facade units with dark grey solid concrete
3. Full height glazing with black window frames
4. Metal handrails fixed to window frame, to match window frame colour
5. CFM mesh window frame colour
6. Reinforced brick panel
7. Brick panel
8. Cladded brick panel
9. Louvre vents



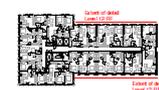
2 Loft Detail Section - Crown
1:120



3 Loft Detail Elevation - Crown
1:120



4 Elevation Key Plan - Chester Road
1:120



5 Block B Key Plan
1:120

<p> Date: 10/10/2023 Project: Gallery Gardens Phase: Facade Study Block B, Loft - Crown Client: Trafford Estates Location: Trafford, Greater Manchester Scale: 1:120 Drawing: 11.1 Title: 11.1 CGI - Verified Views Author: JM Checker: JM Approver: JM Date: 10/10/2023 </p>	<p> 10/10/2023 JM JM JM </p>	<p> jmarchitects 14 Phoenix Road Manchester M1 3JE T: 01 602 960 300 www.jmarchitects.co.uk www.phoenix.co.uk </p>
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PLANNING: Not indicated
 Structural: BBZZ 0161 500 5002
 Scale: A3 P05

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Eight individual representations have been received, as well as a representation from the Britannia Basin Community Forum (BBCF) and a request from them for a site visit by the Committee. The comments can be summarised as follows:

Lack of community engagement and meaningful consultation – The developer undertook a community consultation in two years ago in a private office rather than a public space and did not seek to engage the BBCF as promised by the Planning Department.

Height – The height does not reference their surroundings, and from most angles is significantly taller. It would create a physical barrier. The 18 storey block on the corner of Hulme Hall Road / Chester Road would have an awkward juxtaposition with other residential dwellings on Chester Road. The sites adjacent to Cornbrook Station and the Triology building are a "gateway" to the area at between 10 and 15 storeys. Therefore, this plot should not be defined as another "gateway plot". Recent developments already create an imposing & unwelcoming entrance into the city. Should follow the Ancoats model with heights no more than eight storeys.

Heritage - The 18 storey block would change the character and visual amenity of the area. It would undermine the mills in Castlefield Conservation Area. Talbot Mill, Britannia Mills & Albert Mill, buildings with authenticity & interest, would be completely masked by a giant monstrosity, which is totally out of character. The black and grey facades would be out of keeping with the conservation area. Has the "harm" on the adjacent conservation area been fully assessed in the application submission?

Strain on Infrastructure – So many apartments would put a strain on the infrastructure around the community, including the road, parking, and services, including doctors and dentists. Further amenities should be provided at ground level.

Loss of Daylight and overshadowing to adjacent properties – The Daylight / Sunlight Assessment does not fully consider the impact on nearby residential buildings as it is based on assumptions (room layout and uses are not available). Many living rooms would be impacted by the development on the Ellesmere Street elevation, with some affected at all times of the day.

Highways & Parking – Lack of parking would place significant strain on on-street parking which is a significant issue in the area. The construction of Excelsior Works on Hulme Hall Road has reduced the number of on-street parking spaces and many cars wait around for spaces causing traffic issues. Residents of other developments with low levels of parking just park on the road. St Georges has been promised a parking scheme for 8 years, which has never happened. Could improvements and traffic calming measures be introduced on Ellesmere Street as part of Dr Trafford's comprehensive development to ensure the safety of residents in the area and avoid the road being used as a 'rat run' to access the M602 / Regent Road from Chester

Road?

Construction – This area suffers from disruption, dirt, congestion, noise, vibration, disturbance, bright lights from compounds and nails on the roads from the construction of the De Trafford schemes, as well as Trilogy and the 'improvements' to Chester Road roundabout and Regent Road, all in the last year and earlier. St Thomas Court also suffers from the Renaker developments beyond St George's roundabout. Prior to this, the area also had to suffer the road closures due to United Utilities construction. The difficult corner of Hulme Hall Road and Chester Road is made dangerous by constant and unpredictable construction truck manoeuvres. Which plots will serve as the site compound, how would this be managed in light of the continuous development in the area and where would contractors park? They should not be allowed to park on the surrounding streets. Can these matters be controlled and enforced through the planning process?

Financial Contribution and Affordable Housing – No affordable housing is proposed within the development. St Georges has received no financial contributions from the other De Trafford developments even though they have blighted the area with their construction impacts and abandoned developments. The estimated sales values are very conservative compared to the current asking prices for the other St Georges Gardens developments. How would the £250,000 proposed in this application be spent? This money should be spent on St Georges to offset everything the residents have been through.

Supporting documents do not adequately assess the impact of construction and development on existing St George's residents - The submitted documents are very detailed and concise for their own residents who are already living in roof gardens with regard to construction, noise levels, etc but there is no mention of protecting the wider St Georges residents from the same issues, which are making residents ill.

Crime – Crime is reasonably high (and has surged in recent years) with many instances of theft, violence, car damage and vehicle crime along Ellesmere Street. The high rates of crime are being exacerbated by the De Trafford developments and the way they are treating the area. The proposal should improve, or contribute towards the street lighting and security over and above delivering residential units by providing more lighting and street level activities.

DeTrafford Pipeline - This pipeline by De Trafford has ripped up Jackson Crescent, Lower Moss Lane, Stonall Avenue, Lordsmead Street and the two disabled bays outside City Road surgery are still a complete mess from this pipeline, which hasn't been finished for the last two weeks.

Design and Future Plans – The complete plan for this block should be submitted together (including the Phoenix House site) to provide a cohesive look and feel. This is a very high quality development from a proven good developer and architect in Manchester. However, the building should be built up against the party wall of Sky Gardens to create a strong street boundary along Chester Road and fully utilise the land. The black and grey facades are out of keeping with the area.

Lack of Community Integration, Greenspace and Street Level Animation – There is no community greenspace provision. The rooftop gardens and building up to the back of pavement create an inward looking fortress that does not encourage new residents to get involved in the local area and damages connections between different social groups in the area. This space is the only space left to make the growing neighbourhood on Ellesmere Street a genuine community and this proposal will lose this opportunity. Local residents have already lost access to the banks of the River Irwell, as well as a community park. There is not enough street level activation or greenery and a lack of amenities such as shops, particularly on Ellesmere Street (the development should follow the successful Ancoats model). De Trafford's sales brochure, which they have used as recently as November 2019, shows the site as a landscaped park. The submitted planning images show trees and grass opposite the development on Hulme Hall Road, which cannot exist due to the United Utilities observation building.

Biodiversity - How is the applicant demonstrating a 10% biodiversity net gain? It is disappointing that there is no further opportunity for tree planting within the external areas around Block A and along Hulme Hall Road to mitigate against Air Quality and Climate Change and deliver public benefit.

Energy - The Energy Assessment states that there will be site wide reduction in CO2 over Part L 2014 of the Building Regulations of 4.5%. Is this policy compliant in meeting Core Strategy Policy EN6 of 15%?

Consultees

Highway Services - Seeks a financial contribution of £50,000 towards highway safety in the area via the installation of traffic calming. Recommends the applicant liaises with the Contractor Engagement Group that has been set up for this area to minimise impact on residents throughout the construction process. Recommends conditions requiring the provision of a travel plan and a Demolition and Construction Management Plan.

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

Neighbourhood Team Leader (Arboriculture) - No objections.

MCC Flood Risk Management - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

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

Historic England (North West) - Does not wish to make any comments.

Environment Agency - Recommends an assessment of the risks to controlled waters be undertaken as well as contaminated land.

Transport For Greater Manchester - No comments from a Metrolink perspective.

Manchester Airport Safeguarding Officer - No objections but recommend an informative to advise the applicant to follow the guidance for cranes and tall equipment.

National Air Traffic Safety (NATS) - No objections.

Greater Manchester Ecology Unit - Recommends a condition be attached to protect bats and that opportunities for biodiversity enhancements be incorporated into the new development.

Greater Manchester Archaeological Advisory Service - Recommends that the archaeological interests on the site should be secured by a planning condition.

Manchester Conservation Areas and Historic Buildings Panel – The Panel questioned the need for a taller element at the corner and suggested that there may be alternative ways to mark the corner. They commented that the design at ground floor needed to have a better relationship with the street and suggested a taller more flexible ground floor that could enable more active frontages such as commercial / offices.

Issues

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

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

S02. Economy – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City’s economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 366 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and would be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the City Centre. It would be close to sustainable transport provision, maximise the potential of the City’s transport infrastructure and contribute to the creation of a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

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

Policy CC5 – Transport – The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

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

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would contribute to creating an active frontage and

increasing footfall along the street. The commercial unit would also service other residential units within the area.

Policy CC9 Design and Heritage – The proposal would have a high standard of design appropriate to the City Centre context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of one, two and 3 bed apartments, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would be highly accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor and its development would have a positive impact on the surrounding area. The development would meet the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

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

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

Policy EN3 Heritage - The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the adjacent Castlefield Conservation Area. It is considered that the quality and design of the proposal would enhance the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development The proposed development would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development seeks to achieve the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting and incorporates rooftop gardens.

Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

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

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

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

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- Adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC10 Food and Drink Uses – The principle of the proposed food and drink uses is acceptable in the City Centre and the impact on amenity, servicing and access is considered to be acceptable. This is discussed in more detail below.

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the adjacent Castlefield Conservation Area. This is discussed in more detail later in the report.

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

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that targeted trenching should be carried out to find out more about possible 19th century remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). 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 (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans

that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 366 homes to a sustainable location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of further regeneration. This would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as trains and buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 11 (Making Effective Use of Land) – The proposal would be a high density development providing homes and other uses on a brownfield site whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered and would provide a high quality building which would help to raise the standard of design in the area.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The application site is in a highly sustainable location and would seek to achieve a ‘Very Good’ BREEAM rating for the commercial element.

An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is within Zone 1 of the Environment Agency flood maps, which means it has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city’s liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015’s intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester’s climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city’s plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city’s carbon reduction commitment in line with the Paris Agreement, in the context of

achieving the “Our Manchester” objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester’s science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester’s ‘carbon budget’ will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a ‘circular economy’, in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester’s Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester’s air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Relevant Documents

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council’s has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council

aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would provide street trees and green roof gardens, contributing to existing tree canopy coverage within the City Centre. It would also have a positive impact on the blue infrastructure of the city by improving routes through to the nearby Bridgewater Canal and the River Irwell.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018 - The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) - The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Cornbrook Hub Strategic Regeneration Framework - This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application

site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station, and the need to positively boost confidence in the broader area. The proposed mixed-use development on the application site would complement these regeneration aspirations.

Castlefield Conservation Area Declaration - Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise

disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment - The number of apartments proposed exceeds the threshold set out in Schedule 2 10b of the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017. This planning application was therefore the subject of a Screening Opinion for an Environmental Assessment in relation to Schedules 2, 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that, as such, the scheme is not likely to have significant effects. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

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

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and new homes are essential to the next phase of economic growth. The proposal would develop a site on a gateway route and transform a key entry point to the City. This would improve the image of the area and the City and could act as a catalyst for further regeneration. The proposal would complement the existing community and help to enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. Manchester's Residential Growth Strategy seeks to deliver 32,000 homes by 2025 and the proposal would contribute to this need within an area identified as being suitable for residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities by delivering homes to serve the growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

The quality, product mix and the size of the homes would appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a brownfield site and would be in keeping with the aspirations of the Residential Growth Strategy.

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

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

" Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and

" Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The application proposes 366 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. This has concluded that a £250,000 commuted sum for off-site affordable housing in the City should be accepted, which equates to 2.02% of the requirement outlined in policy H8, as the scheme could not support a greater contribution. The developer's profit would be 14.37% on cost (circa 13% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £250,000 commuted sum would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

Highway Services have highlighted a need for highway safety improvements costing £50,000, due to problems being experienced in the immediate area, such as 'rat-running' on Ellesmere Street. This issue has also been raised in the objections from neighbours. It should be considered, therefore, whether £50,000 of the financial contribution should go towards highway safety works in the immediate area.

The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing and off-site highway safety works.

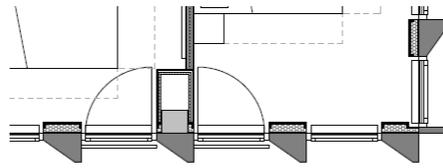
Tall Building Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by Historic England (Historic England Advice Note 4 'Tall Buildings' December 2015).

Architectural Quality

The key factors to consider here are scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

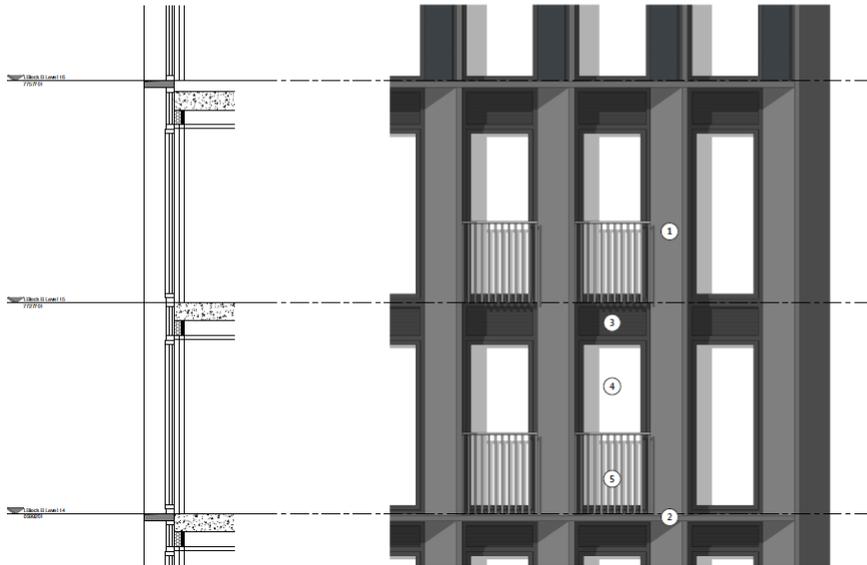
The design incorporates contemporary materials that would reflect the brickwork of the older buildings in the area and the local vernacular of the City. The grey brickwork and metal cladding would reflect the industrial and rugged character of the materials used within Castlefield Conservation Area. The buildings would have a tripartite composition, with vertically proportioned and recessed window openings. Many of the elevations would have brick detailing, including a soldier course or chamfered element above the window, which, along with the deeply recessed windows and the metal fins to the taller building, would give a highly modelled appearance and add interest to the elevations.



1 Corner Block - Detail Plan - Double Height
1:20

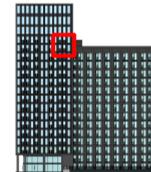
NOTE:
1. The drawings shall be subject to amendments and to be taken
2. The drawings shall be subject to amendments and to be taken
3. The drawings shall be subject to amendments and to be taken
4. The drawings shall be subject to amendments and to be taken
5. The drawings shall be subject to amendments and to be taken
Structural information include only to be confirmed by Structural

Materials
1. Vertical Fin element in black metal panels
2. Horizontal Fin element in black metal panels
3. Glass units
4. Single height glazing with black window frames
5. Balustrade to match window colour



2 Corner Block - Detail Section - Double Height
1:20

3 Corner Block - Detail Elevation - Double Height
1:20



4 Elevation Key Plan - Chester Road
1:500



5 Corner Block - Typical Key Plan
1:500

NO.	DESCRIPTION	DATE	BY	CHKD.
01	ISSUED FOR PERMIT	10/10/2018	JM	JM
02	ISSUED FOR CONSTRUCTION	10/10/2018	JM	JM
03	ISSUED FOR CONSTRUCTION	10/10/2018	JM	JM
04	ISSUED FOR CONSTRUCTION	10/10/2018	JM	JM
05	ISSUED FOR CONSTRUCTION	10/10/2018	JM	JM

jmarchitects

Project: Gallery Gardens
Phase: Facade Study, Corner Block - Double height
Site: De Trafford Estates
Scale: 1:500
Project No: 18-001-000-000
Client: GLLS, JMW, BBZZ, GLLS, 00 5005 | A3 | P03
www.jmarchitects.com
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Brick detailing to openings - Britannia Mill



Brick soffit detail to Ellesmere Street Elevation

Active frontages would be created on Chester Road and Hulme Hall Road with the introduction of a commercial unit on the corner, and the main entrances to Blocks A and B would be on Hulme Hall Road, leading to improvements to the public environment around the site. The proposal would significantly improve visual amenity around Ellesmere Street, Hulme Hall Road and Chester Road. It would add positively to the traditional and modern designs that have emerged in the wider area and provide a major development and landmark building on a key gateway entry route to the City Centre.



Hulme Hall Road Elevation

Chamfered brick entrance detail reflecting the materiality of the surrounding mill architecture

The heights of the buildings would correspond to those on Chester Road, with the taller element marking the corner of Hulme Hall Road, providing a focal point at a main route into St Georges. The eight storey element on Ellesmere Street, whilst taller than the existing buildings on Ellesmere Street, would provide a transitional element between Ellesmere Street and the taller buildings on Chester Road.



Glenbrook Grey brickwork with curtain wall in fill panels	Gallery Gardens Black metal with dark brickwork	Sky Gardens Terra-cotta brickwork with curtain wall in fill panel	City Gardens Terra-cotta brickwork with curtain wall in fill panels	St. George's Gardens Light coloured stone and brick facade
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CONTEXT ELEVATION - CHESTER ROAD

A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

The development has been designed to integrate with its context and the wider City Centre and reinforce a city centre gateway. The massing would not adversely affect the settings of Castlefield Conservation Area and the nearby listed buildings.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining 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 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The site is not within a conservation area but is adjacent to Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site can be defined by transport infrastructure including the canal and river network overlaid by substantial railway viaducts. The proposal site is close to Albert Mill (grade II listed), with other grade II listed buildings such as the railway bridge over the Bridgewater Canal, the former Turville public house at 252 Chester Road and 215-219 Chester Road on the opposite side of Chester Road in the vicinity. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lie further towards the Mancunian Way.

The area has changed over the past 25 years with traditional industries relocating and leaving post-industrial inactivity. Vacant sites have been redeveloped such as Castlefield Locks, Excelsior Mill, Timber Wharf, the Boxworks and Moho, and redundant mills such as Albert Mill and Britannia Mills have been refurbished. Several sites on Chester Road are under construction for residential. However, further change is required to address vacant and underused sites that have a negative impact. The site includes a low level industrial unit and a temporary site compound. It is unsightly and gives no sense of enclosure to the surrounding streets. The area is fragmented and there is a sense of dereliction to this part of the St Georges area.

The applicant has provided a visual impact assessment of the development, based on five viewpoints.

Existing and Proposed Views from Chester Road

View 1



Existing



Proposed

View 2



Existing



Proposed

The proposal would create a strong street frontage to Ellesmere Street, Hulme Hall Road and Chester Road, significantly improving the environment and helping to establish an appropriate and acceptable urban grain. It would add activity and vitality and help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. Whilst the buildings would be taller than the historic buildings, they would relate to overall building heights with the tallest element adjacent to taller buildings on the Chester Road frontage. The height would not have an adverse impact on the area. There is a mixture of building types in the

Conservation Area and this proposal would create a strong street frontage and have materials that reflect its rugged and industrial character. The buildings would have a tri-partite subdivision with deep, vertically-proportioned window reveals and would be constructed of contemporary materials. This would respond well to nearby older buildings such as Albert Mill and Britannia Mills.



Hulme Hall Road

The impact on nearby listed buildings has been assessed. The development steps down in scale near to Albert Mill and Castlefield Conservation Area. It would continue the back of pavement built form along Ellesmere Street, creating a street wall, and strengthening the street environment. The palette of materials would reflect elements, such as the slate roofs, of the listed buildings and other historic buildings. The proportions and arrangement of the window openings would continue the rhythm of the historic mill frontages. Overall, it is considered therefore that the proposal would have a positive impact on the setting of Albert Mill.

In relation to the listed buildings on Chester Road, the proposal would be seen in the context of the other large scale developments that have taken place here. The site is separated from the former Turville Public House by the Glenbrook development and from the Church of St George and its surrounds by the other large scale buildings to the east. The grade II listed Georgian townhouses at 215-219 Chester Road would be separated from the site by Chester Road and sit opposite Sky Gardens and next to a modern office building. The proposal would assimilate with its surroundings on Chester Road and would have not have a negative impact on the setting of this listed building.

The Grade II listed railway bridge is primarily viewed from the canal towpath and the scheme would only be visible in the background and in the context of other buildings, having a neutral impact on the setting of the listed bridge.

The site does not contain any heritage assets and detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. Its development could enhance the architectural and urban qualities of the area.

The proposal would enhance the character and appearance of Castlefield Conservation Area and would have a neutral or positive impact on the settings of

nearby listed buildings. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, and would meet the requirements set out section 16 of the NPPF.

There are possible archaeological remains across the site from former housing and it is recommended that a programme of further investigation is carried out in advance of any construction works.

Relationship to Transport Infrastructure

There are a number of public transport options within the vicinity of the site. Chester Road is a major bus route and Cornbrook tram stop and Deansgate Railway Station are nearby. There are good pedestrian and cycle links. A Travel Plan has set a package of practical measures aimed at reducing the transportation and traffic impacts, which would encourage the use of public transport modes, and a condition should be attached.

The amount of parking proposed is in keeping with the sustainable location, and the vehicular access and layout arrangements are acceptable. The submitted transport assessment concludes that the impact of the scheme on the capacity of the surrounding highway network would be negligible. A condition should be attached to any consent that would require the parking spaces to be used by residents of the development only, rather than being rented out to commuters.

Sustainable Design and Construction

A revised Energy and Sustainability Assessment has been undertaken, which states that the building design would achieve a site wide reduction in carbon dioxide of 15 per cent over Part L 2010 Building Regulations as required by Policy EN6 of the Core Strategy. The development would achieve a minimum of a 'Very Good' BREEAM rating in relation to the commercial unit. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction and is designed to minimise the impact on climate change.

Credibility of the Design

Tall buildings are expensive and the architectural quality must be maintained through the process of procurement, detailed design and construction, and conditions such as requiring samples of materials should ensure this is achieved.

The applicant and design team have local knowledge and experience and are familiar with the issues associated with developing high quality buildings. They have ensured the design is commercially viable. The quality has been maximised without compromising viability.

A significant amount of time has been spent developing the proposals to ensure that it can be constructed and delivered. The applicants have provided a viability

assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

The development should interact positively with and contribute to its surroundings at street level. The site contributes little to public spaces and facilities. The proposal would deliver a significant enhancement to Ellesmere Street, Hulme Hall Road and Chester Road through the delivery of high quality buildings. The commercial floorspace would provide positive animated street frontages, as well as providing services and facilities for a growing local population. The residential entrances would animate the street, whilst the ground floor apartments would have windows and doors with a small area of defensible space opening out onto Ellesmere Street and Hulme Hall Road.

A public route running from Hulme Hall Road would be pedestrian-friendly with tree planting and would provide linkages to other facilities within the area.

A secure central courtyard within Block A would provide a landscaped environment for residents. The courtyard would be accessible via Ellesmere Street and Spinners Way with secure controlled access. Extensive roof gardens and facilities would be provided on the roofs of Blocks A and B for the residents.

Given the above, it is considered that the proposal would contribute to public spaces and facilities.

Effect on the Local Environment

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

a) Sunlight, Daylight and Overshadowing

The main buildings that could be affected in terms of sunlight, daylight and overshadowing are Britannia Mills, Sky Gardens and Albert Mill, which have been converted to apartments and are to the north and north west of the site. The buildings are built to the back of pavement, as is traditional, and the proposal follows the same pattern. The habitable windows within the buildings would therefore be separated by Ellesmere Street, which is typical in the area and is considered to be an acceptable separation distance.

The report considers the impact on Albert Mill, Britannia Mills and Sky Gardens. It has used the three methodologies set out in the BRE guidance, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, 2011 – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). The impact on sunlight uses the Annual Probable Sunlight Hours (APSH) method. As the site is relatively under developed, buildings next to the site are typically receiving more daylight and sunlight than would be expected. The assessment looked at the

separation distances in other residential areas to produce a benchmark giving a reasonable expectation of daylight and sunlight. It is normal practice where access to adjacent properties is not available to make assumptions about layouts. That has been the case here and the report has based the ADF results on a living room layout which would have higher compliance standards than a bathroom or bedroom.

The assessment generally shows high levels of compliance with the BRE Guidelines for an urban location, particularly for Sky Gardens and Albert Mill. Whilst the compliance figures for Britannia Mills are not as high, its compliance figures are higher than other streets in Castlefield. Also, some of the ground floor properties appear to be dual aspect and the VSC analysis only considers windows overlooking the development. Therefore if the alternative windows were also considered, the compliance rate would be significantly higher. Some of the windows may serve bedrooms or bathrooms, which have a lesser requirement for daylight and a lower ADF target, so the compliance rate for the ADF analysis would also be likely to be higher if some rooms are bathrooms or bedrooms. The report concludes that, given the existing levels of daylight within other areas of Castlefield and the City Centre, and based on the application of the BRE Guidelines, the results are acceptable.

Given the above, it is considered that the proposal would have an acceptable impact in terms of sunlight, daylight, overshadowing and overlooking.

(b) Wind

A desktop wind study has considered the existing wind effects and microclimate in the area and the potential impact of the proposal. The base of the proposal along Chester Road and Hulme Hall Road are likely to occasionally experience wind during westerly, south-westerly and southerly winds. However, the landscape strategy and the adjacent Glenbrook development to the southwest along Chester Road, should provide sufficient shelter such that the winds do not cause a nuisance to pedestrians. Wind funnelling could occur down Spinners Way during westerly winds, but the tree planting at ground level would reduce wind speeds and make conditions suitable for walking. The entrances to the buildings are set back or under overhangs, which would provide shelter and make them suitable for use.

Given the above, the proposed development would not have a detrimental effect on the wind environment in and around the site and, with the wind mitigation measures proposed, the wind environment would be acceptable.

(c) Air Quality

An Air Quality Assessment explains that the construction would produce dust and increased emissions but this is likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated would have a minimal effect on local pollution concentrations and a condition requiring Electric Vehicle Charging points (EVCs) should be attached. This, along with the Travel Plan and cycle parking should contribute to less reliance on air polluting vehicles. Predicted pollution levels for future occupiers would be higher than the relevant air quality criteria at a number of locations throughout the development. Suitable mitigation in the form of mechanical

ventilation is proposed for the affected units. This should ensure that future residents are not exposed to poor air quality.

d) Noise and Vibration

The proposal could impact upon amenity through noise generation from within the premises and from plant and equipment. The impact on residents from the commercial premises, nearby industrial premises and from traffic noise on Chester Road should also be considered. The acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable noise breakout and ensure adequate acoustic insulation is achieved. A condition would require adequate noise levels to be achieved. Conditions should be attached specifying delivery hours and the hours of use for the commercial units. Given the above, the proposal would not have an adverse impact through noise and vibration.

(e) TV reception and Broadband

A Television Reception Survey has concluded that any signal degradation due to the development would be negligible and that signal strengths in the area are generally strong enough to overcome any attenuation caused by the development. There should be a condition requiring a post-construction survey to check whether there has been an impact from the development and to ensure that mitigation measures are targeted if necessary.

External and internal fibre cabling would be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.

(f) Vehicle Movements

A transport assessment concludes that the impact of the scheme on the capacity of the surrounding highway network would be negligible and there are no highway objections.

Contribution to Permeability

The development and public realm would improve permeability and legibility and the ground floor commercial unit would create activity on Chester Road. A public route would run from Hulme Hall Road to extend the route to the rear of Sky Gardens on the former line of Church Road.

The proposal would contribute positively to permeability, linkages and the legibility of the area and its townscape.

Provision of a Well-Designed Environment

There would be a communal landscaped courtyard, high quality public realm and roof gardens with communal facilities. The hard and soft landscaping, active street frontage and windows overlooking the street would encourage activity and natural surveillance and the proposal would provide a well-designed environment.

Conclusion in Relation to the Tall Buildings Assessment

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the English Heritage guidance and the proposals would provide a building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive and address the requirements of everyone. Four out of the 30 parking spaces would be suitable for use by disabled persons, which equates to 13 per cent. The proposals would therefore be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site and the broader area. The development would overlook and enliven the street scene and help to provide natural surveillance. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the layout is acceptable subject to detailed design measures to ensure that robust and secure access controls are implemented, as well as measures to deter graffiti. It is recommended a condition be attached that requires the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. A bat survey found some signs of bats, which are legally protected. A condition should therefore be attached to ensure the building on the site is not demolished before any necessary licence is in place. Three trees of low amenity value would be removed and street trees would be planted where underlying services allow. A condition would require details of tree planting to be implemented. The landscaping could enhance the ecology and biodiversity and the introduction of features, such as bat roosting boxes, should encourage wildlife. A condition should require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As contamination may exist on the site a condition should require a site investigation that also considers any impacts to controlled waters.

In view of the above, the proposals would be consistent with section 11 of the NPPF and policy EN15 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance. The assessment recommends measures to deal with surface water including buried storage and permeable paving, thereby contributing to measures to combat the impacts of climate change. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that the proposal can accommodate adequate bin storage with a bin store at the ground level of Block B and two in the basement of Block A. The bin stores would accommodate: 20 x 1100L bins for general refuse; 22 x 1100L bins for pulvable recycling; 23 x 1100L bins for mixed recycling; and 12 x 240L bins for food waste. Within each apartment there would be separate bins and bags colour-coded for residents to separate their waste into the four waste streams. Occupants of the dwellings would be responsible for the transfer of their waste to the internal stores and the management company would move waste to and from the bin stores to the collection point on Spinners Way on collection day. A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

The commercial unit would store waste within their demise and transfer it onto the street on collection day.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The external amenity spaces, green roofs and external public and private realm would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats in the urban area. Opportunities to enhance and create new biodiversity within the development, such as bat boxes would be required via a planning condition.

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO₂ emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 366 cycle spaces.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Response to Neighbour Comments

The majority of the planning grounds of objection are addressed in the main body of this report.

The area has undergone a large amount of disruption from construction over the last few years, as a consequence of the pace of change. The developer/contractor would liaise and participate in the Contractor Engagement Group for the area and a Construction Management Plan would be a condition to minimise the impact on residents.

Conclusion

A residential development of this scale would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be well designed and of a high quality and would fulfil an important role in providing a residential accommodation, for which there is a need.

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

The proposal would enhance the character and appearance of the nearby Castlefield Conservation Area and it would not harm the settings or significance of the nearby listed buildings.

The development would minimise potential overlooking and loss of sunlight and daylight. It would regenerate a site that has a negative impact on the area and would improve the public realm.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

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

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

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

Recommendation MINDED TO APPROVE subject to a legal agreement for a financial contribution towards off site affordable housing

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, heritage issues, access and CO2 reductions.

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:

GLG-JMA-01 ZZ-DR-A-00 0001 Rev P04 Location Plan

GLG-JMA-01-00-DR-A-00-0200 Rev P08 Proposed Site 00 Floor - GA plan

GLG-JMA-01-01-DR-A-00-0201 Rev P07 Proposed Site 01 Floor - GA plan
GLG-JMA-01-02-DR-A-00-0202 Rev P07 Proposed Site 02 Floor - GA plan
GLG-JMA-01-03-DR-A-00-0203 Rev P07 Proposed Site 03 Floor - GA plan
GLG-JMA-01-04-DR-A-00-0204 Rev P07 Proposed Site 04 Floor - GA plan
GLG-JMA-01-05-DR-A-00-0205 Rev P07 Proposed Site 05 Floor - GA plan
GLG-JMA-01-06-DR-A-00-0206 Rev P07 Proposed Site 06 Floor - GA plan
GLG-JMA-01-07-DR-A-00-0207 Rev P07 Proposed Site 07 Floor - GA plan
GLG-JMA-01-08-DR-A-00-0208 Rev P06 Proposed Site 08 Floor - GA plan
GLG-JMA-01-09-DR-A-00-0209 Rev P06 Proposed Site 09 Floor - GA plan
GLG-JMA-01-10-DR-A-00-0210 Rev P06 Proposed Site 10 Floor - GA plan
GLG-JMA-01-11-DR-A-00-0211 Rev P06 Proposed Site 11 Floor - GA plan
GLG-JMA-01-12-DR-A-00-0212 Rev P07 Proposed Site 12 Floor - GA plan
GLG-JMA-01-13-DR-A-00-0213 Rev P07 Proposed Site 13 Floor - GA plan
GLG-JMA-01-14-DR-A-00-0214 Rev P07 Proposed Site 14 Floor - GA plan
GLG-JMA-01-15-DR-A-00-0215 Rev P07 Proposed Site 15 Floor - GA plan
GLG-JMA-01-16-DR-A-00-0216 Rev P07 Proposed Site 16 Floor - GA plan
GLG-JMA-01-17-DR-A-00-0217 Rev P07 Proposed Site 17 Floor - GA plan
GLG-JMA-01-B1-DR-A-00-0218 Rev P07 Proposed Site Basement Floor - GA plan
GLG-JMA-01-RF-DR-A-00-0251 Rev P08 Proposed Site RF Floor - GA plan

GLG-JMA-01-ZZ-DR-A-00-0101 Rev P08 Proposed Site Masterplan
GLG-JMA-01-ZZ-DR-A-00 0102 Rev P08 Proposed Site Plan
GLG-JMA-01-ZZ-DR-A-00-1001 Rev P05 Site Section AA
GLG-JMA-01-ZZ-DR-A-00-1002 Rev P05 Site Section BB
GLG-JMA-01-ZZ-DR-A-00-1003 Rev P05 Site Section CC
GLG-JMA-01-ZZ-DR-A-00-1004 Rev P05 Site Section DD
GLG-JMA-01-ZZ-DR-A-00-1005 Rev P05 Site Section EE
GLG-JMA-01-ZZ-DR-A-00-2001 Rev P06 Proposed Site Elevations - North + East
GLG-JMA-01-ZZ-DR-A-00-2002 Rev P06 Proposed Site Elevations - South + West
GLG-JMA-01-ZZ-DR-A-00-2003 Rev P07 Proposed Site Elevations - Courtyard
GLG-JMA-01-ZZ-DR-A-00-2004 Rev P07 Proposed Site Elevations - Spinners Way

GLG-JMA-AA-ZZ-DR-A-00-5000 Rev P03 Loft Hulme Hall - Typical
GLG-JMA-AA-ZZ-DR-A-00-5001 Rev P03 Loft Hulme Hall - Crown
GLG-JMA-AA-ZZ-DR-A-00-5002 Rev P04 Mill - Typical Ground Detail
GLG-JMA-AA-ZZ-DR-A-00-5003 Rev P03 Mill - Typical Detail
GLG-JMA-AA-ZZ-DR-A-00-5004 Rev P03 Mill - Typical Crown Detail
GLG-JMA-AA-ZZ-DR-A-00-5005 Rev P04 Mill - Inner Crown Detail
GLG-JMA-AA-ZZ-DR-A-00-5006 Rev P04 Mill - Typical Inner Detail
GLG-JMA-AA-ZZ-DR-A-00-5007 Rev P04 Mill - Inner Ground Detail

GLG-JMA-BB-ZZ-DR-A-00-5000 Rev P03 Facade Study_Block B_Loft - Typical
GLG-JMA-BB-ZZ-DR-A-00-5001 Rev P04 Facade Study_Block B_Loft - Ground
GLG-JMA-BB-ZZ-DR-A-00-5002 Rev P05 Facade Study_Block B_Loft - Crown
GLG-JMA-BB-ZZ-DR-A-00-5003 Rev P04 Facade Study_Corner Block - Ground
GLG-JMA-BB-ZZ-DR-A-00-5004 Rev P03 Facade Study_Corner Block - Single
Height
GLG-JMA-BB-ZZ-DR-A-00-5005 Rev P03 Facade Study_Corner Block - Double
Height
GLG-JMA-BB-ZZ-DR-A-00-5006 Rev P04 Facade Study_Corner Block - Penthouse

GLG-JMA-BB-ZZ-DR-A-99-2001 Rev P01 Proposed Signage Location

GLG-JMA-ZZ-ZZ-DR-A-00-3501 Rev P02 DFA2 One Bed Apartment Compliance Study

GLG-JMA-ZZ-ZZ-DR-A-00-3502 Rev P03 DFA2 Two Bed Apartment Compliance Study

GLG-JMA-ZZ-ZZ-DR-A-00-3503 Rev P02 DFA2 Access Strategy Assessment

3716 01 Revision H Ground Floor - Masterplan

3736 01 Rev D Gallery Gardens - Landscape Layout

3736 02 Rev D Roof Garden - Landscape Layout

GLG-DEP-00-00-DR-L-001 Rev P06 Gallery Gardens - Block A & B

GLG-WECE-AA-08-DR-M-0113 Rev T3 Mechanical Services Ventilation Layout Eighth Floor

GLG-WECE-AA-10-DR-E-0105 Rev T4 Electrical Services Small Power & Communications Layout Block A Tenth Floor

GLG-WECE-BB-14-DR-M-0214 Rev T2 Mechanical Services Ventilation Layout Block B - 14th Floor

GLG-WECE-BB-RF-DR-M-0218 Rev T3 Mechanical Services Ventilation Layout Block B - Roof Level

Design & Access Statement reference GLG-JMA-01-ZZ-DAAS-A-00-0001_P04 dated June 2019 by JM Architects;

Air Quality Assessment reference: 1779-1r2 dated 19 February 2019 by Redmore Environmental;

An Archaeology Desk-Based Assessment, Assessment of Gallery Gardens/Block A, Greater Manchester, ARS Ltd Report 2017/93 dated July 2017;

Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police;

Daylight & Sunlight report by gia Chartered Surveyors dated 10 January 2019;

Demolition Method Statement by DeTrafford Construction received by the City Council as local planning authority on 22 July 2019;

Energy & Sustainability Assessment Revision A by Watt Energy & Consulting Engineers dated 30 January 2019;

Planning & Heritage Statement by Paul Butler Associates dated 21 June 2019;

Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 2 June 2017;

Tall Buildings Statement by Paul Butler Associates dated 20 February 2019;

Wind Engineering Desktop Study 040369 dated 16 November 2018 by BuroHappold Engineering;

Landscape Strategy Document Rev.E 11.06.2019 by DEP;

Kitchen Fume Extraction Specification & DEFRA EMAQ Report dated September 2019 by Watt Engineering & Consulting Engineers;

Noise Impact Assessment REC Reference: AC104022-1R0 dated 7 November 2018 by REC

Arboricultural Impact Assessment (AIA) July 2017 by Urban Green;

Bat Roost Assessment (BRA) and Bat Emergence Surveys Rev 3 dated 13 January 2020 by Urban Green;

Flood Risk Assessment dated 20/02/19 by Civic Engineers;
Phase 1 Preliminary Risk Assessment Ref: LKC 17 1166 dated 28 July 2017 by LK Consult Ltd;
Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy Ref: LKC 17 1166 dated January 2019 by LK Consult Ltd;
Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos;
Transport Assessment Rev V03 Reference 65728/TA dated 20 February 2019 by Curtins;
Interim Travel Plan Final Reference: 65728/ITP dated 20 February 2019 by Curtins.

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) The demolition of Building 1, as identified in the Bat Survey Map (drawing number Figure C6) in Appendix 3 of the Bat Roost Assessment (BRA) and Bat Emergence Surveys Rev 3 dated 13 January 2020 by Urban Green, shall not commence unless and until the City Council as local planning authority has been provided with either:

a) Evidence of a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or

b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/ development will require a licence.

Reason - In order to provide protection to bats, pursuant to Policy EN15 of the Core Strategy.

4) Should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

5) 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.

6) No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to Greater Manchester Archaeological Advisory Service for agreement. The WSI shall cover the following:

a. A phased programme and methodology of investigation and recording that includes:

- targeted archaeological evaluation through trial trenching;
- dependent on the evaluation trial trenching above, targeted open area excavation and recording (subject to a separate 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 below-ground archaeological interest;

c. Deposition of the final report with the Greater Manchester Historic Environment Record;

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

e. Provision for archive deposition of the report and records of the site investigation;

f. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

7) Prior to the commencement of development, details of a local labour agreement that shall demonstrate commitment to recruit local labour for both the construction and operations elements of the development shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

The agreement shall include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

8) Prior to the commencement of development, a detailed construction management plan (CMP) outlining working practices during development shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the CMP shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

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

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

9) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority.

The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

10) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before use of the car park commences and shall be retained thereafter.

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

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

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

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

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of any external steps and handrails;

(g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

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

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

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

13) Before the development hereby approved commences, full details of the design, including scaled plans, elevations and cross sections, of the roof top office pods, private hire booth and pergolas, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

14) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/dischage the above drainage condition the following additional information has to be provided:

a. Consideration of green SuDS solution;

b. 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 with the aim of achieving greenfield runoff rate;

c. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

d. 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;

e. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

f. Hydraulic calculation of the existing and proposed drainage system;

g. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

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

a. Verification report providing photographic evidence of construction as per design drawings;

b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

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

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 2 June 2017 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

18) a. The residential accommodation shall be acoustically insulated against noise from Chester Road, Hulme Hall Road and Ellesmere Street, and any other actual or potential sources of noise, in accordance with the Noise Impact Assessment REC Reference: AC104022-1R0 dated 7 November 2018 by REC to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 times);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by REC and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the

dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by REC shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

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

19) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

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

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

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

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

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

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

23) The air quality mitigation measures set out in the Air Quality Assessment reference: 1779-1r2 dated 19 February 2019 by Redmore Environmental shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

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

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

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

27) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police and each building shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

28) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

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

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

30) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with the Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos before first occupation of the residential units. The Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos shall be implemented in full and shall remain in situ whilst the development is in operation.

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

31) The commercial uses (A1, A2, A3, A4, B1 or D2) hereby approved shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

32) Before the external roof gardens hereby approved are first brought into use a detailed Event Management Strategy, which includes detail of the following, shall be submitted to and agreed in writing by the City Council as Local Planning Authority:

- (a) Details of the types of events that would be held within the space;
- (b) Any temporary traffic measures that would be required to be put in place;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) Locations for vehicles including cranes to unload;
- (f) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance; and
- (g) Details of the operating hours of any events.

Any event to take place on the site shall be implemented in accordance with the approved details at all times.

Reason - In the interests of highway safety and amenity 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.

33) Before first occupation of the development hereby approved, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

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

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

35) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are

identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

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

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

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

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124302/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
City Centre Regeneration
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
Central Neighbourhood Team**

**Housing Strategy Division
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Britannia Basin Community Forum**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Britannia Basin Community Forum

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