

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
120635/FO/2018	19th Jul 2018		Deansgate Ward

**Proposal** Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works

**Location** Hotspur Press, 2 Gloucester Street, Manchester, M1 5QR

**Applicant** Elmloch Ltd, C/o Agent

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

### **Description**

The site comprises a vacant, former mill complex known as Hotspur Press that is bounded by the River Medlock, Gloucester Street and the Grade II Listed Altrincham Railway Viaduct. It contains Medlock Mill and comprises of the following buildings:

- An 1801 four storey mill with basement
- An 1880 four storey warehouse with basement
- An 1882 single storey shed
- An 1880 single storey shed
- A 1950 staircase extension

The buildings are constructed in red brick. The 1801 mill has a double pitched roof with gable ends and a parapet wall that is covered by modern corrugated sheeting. The 1880 warehouse and the 1880 shed have a series of narrow double pitched roofs with modern felt covering. The 1882 shed has a modern roof structure. The windows are timber framed and a mix of original and historic.

The complex was originally used for textile manufacturing and was purchased by Messers Wilson & Fairweather in 1821 and John Rylands and Sons in 1864. It was converted to a printing press by Percy Brothers Ltd. in 1903 and remained in use as such until 2011.

None of the buildings are listed or within or adjacent to a conservation area. However, some of the buildings on the site are non-designated heritage assets. The single storey shed adjoins the Grade II Listed Altrincham Railway Viaduct, however,

it is not within its curtilage and the only work involves the removal of the shed from the listed structure and the repair of the listed fabric which does not require listed building consent. However, the specification of repair works will need to be agreed with the local planning authority.

The Grade II listed Chorlton Mill and Mackintosh Mill are nearby. Other listed buildings close to the site include the Grade II\* former Refuge Assurance Company on Oxford Street, and Lee House, Chatham Mill and Ritz Dance Hall on Whitworth Street West all Grade II. The Whitworth Street Conservation Area is approximately 230 metres to the east.

The surviving structures broadly retain the character and external appearance of an industrial textile mill complex. The mill is the oldest surviving non-fireproof cotton mill in Manchester and is the last remaining cotton mill on the River Medlock. The buildings are however deteriorating and the complex needs to be reused and refurbished to secure its future.

First Street, on the opposite of the River Medlock, includes offices, food and drink uses, car parking, hotel accommodation, conference space, high quality architecture and public realm. It also includes HOME, a cultural hub for film, theatre and exhibitions. Events take place within the area throughout the year.

There are offices, apartments, shops, cafes and bars in the immediate area and Oxford Road Train Station is nearby. The nearest residential property is on the opposite side of Gloucester Street at One Cambridge Street and Chorlton Mill. The Green Building and 1 to 17 River Street are nearby.

Planning permission is sought to refurbish and redevelop the complex to provide 171 apartments with 159 within the tower and 12 within the retained building. There would be 10 one bed one person, 49 one bed two person; 2 two bed, three person; 104 two bed, four person; and 6 two bed four person duplex apartments. All apartments would be consistent with the City Council's design guidance. Level access would be provided with lift access all floors.

There would be 832sqm of commercial within the ground floor and basement including A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only).

The front façade and north gable elevation of the 1801 building and the entire 1880 building would be retained and refurbished. Part of the roof of the 1880 sheds would also be retained to provide sheltered outside space. The retained facades would be cleared of vegetation and debris, cleaned and repointed.

Bricks reclaimed from the buildings to be demolished would be used to carry out any repairs. Where possible, windows would be repaired and retained but, where necessary, replaced with painted timber windows. Stone cills would be cleaned and repaired and/or repointed. Where the brick historically varies and has a significance, it would be retained to ensure that the building is historically legible.



A 28 storey building (including two basement levels) would be constructed to the rear of the retained facade. It would comprise of a 5 storey plinth and a 23 story tower and would be constructed in a brick that tonally matches the existing brick. The windows would be Polyester Powder Coated dark plum coloured metal framed. The plinth would have a regular grid of windows punched into thick brick walls. The tower would have a strong horizontal expression with vertical brick columns. There would be a roof garden for residents.



The design of the tower would have a grid formed by vertical brick columns that would rise up the facades and horizontal banding created by expressed floors. It would include a large amount of glazing to lighten its appearance, which would contrast with the original brick buildings and would have a distinctively modern

appearance. The tower has been located tight to the western side of the site to create the maximum space between it and the retained buildings.

The plinth would be more solid in terms of design, scale and materials to relate to the retained buildings and the listed viaduct. When viewed at street level the plinth and mills would be the dominant visual element.

The retained buildings would be repaired, restored and re-instated to make good damage caused by water ingress, vegetation damage, bomb damage and long term degradation. Some of the single storey shed structure would be retained in the public realm, with the asbestos roof replaced by glazing.

The materials of the new structures would be red brick in keeping with the existing warehousing vernacular and surrounding new build developments.

The development would retain the original urban grain and incorporate a series of routes that would guide pedestrians through covered walkways and glazed concourses from Gloucester Street to First Street.



A large public square would be constructed and would be enclosed and supported by historic site features. A connection would be provided to First Street and a public loggia would be provided adjacent the River Medlock, which would provide views of the river. Elements of the wall fronting Gloucester Street would be retained with openings created to provide access and open up views of the square. An opening in the Gloucester Street elevation would provide access to the Public Square and loggia.

The public realm would measure 1424 sq. m and cost around £920,000. It would link Oxford Road and First Street and there would be active frontages to the public square and loggia.

The public square would be adjacent to the Listed Railway Viaduct and would provide views and access to the existing archways. Network Rail propose to create a stair to Oxford Road Station as part of northern hub that would be attached to the viaduct and would be within the public realm.

Secure cycle storage would be provided within each apartment. The development would be car free, but there would be one parking bay for a disabled person on Cambridge Street. Internal waste storage and internal risers would be provided.

A bin storage area within the ground floor would have separate areas for commercial and residential waste. The waste collection point and servicing location for commercial units is located on Cambridge Street via a loading bay. A construction waste management plan would limit the quantity of construction waste arising during demolition and construction works.

## **Consultations**

Publicity - The application was advertised in the local press as a major development, as including an Environmental Impact Statement and as affecting the setting of listed buildings and conservation areas. A notice was displayed on site and letters were sent to surrounding occupiers.

Two objections have been received and are summarised as follows:

It is a truly hideous proposal and quality architecture is the lowest priority for the Council, after appeasing nimbies and securing investment.

Nearly half of Greater Manchester's Mills have been lost since the 1980s. The mills are to Manchester what the canals are to Venice. The Hotspur Press is one of the best left near the City Centre. It would be better to destroy it than butcher it. The right thing to do is to refurbish it at its existing height. If that requires public money then so be it. There must be a line.

No more city centre flats should be built without green space. People will only feel more suicidal and depressed in an area with no access to green space and clean air.

More parks and less car parks are required. A group of terraced social houses with gardens for families should be built, or a new park.

Residents who live around six abandoned lots of dirt and weeds would love to see more greenery, trees. Space should be used by everyone rather than greedy development companies who think of nothing but their own wallets and not what this city wants or needs.

Residents who live opposite the site are concerned about the hours of works, in particular noisy works.

1no. comment has been received and is summarised as follows:

I hope the planners will really maximise the commercial space within the development. The application does mention commercial floorspace but I hope that there will be several units available and that they will lean towards the class A1 and A3 uses, which as a resident of this side of the city I feel that it needs more of, particularly with the success of First Street which has become a really family friendly space.

There is a little bit of land across Gloucester Street, opposite this development. I doubt it would mention this in their plans but it attracts litter and fly posters and would be good if that was somehow brought up to the standard that this application proposes for the rest of the area.

Historic England (North West) - Confirmed that they were not required to be consulted.

Manchester Conservation Areas and Historic Buildings Panel – felt that the loss of the roof was visually disturbing and the whole of the mill should be retained without such a dramatic intervention. The floor to ceiling heights could be overcome and suggested that duplexes or triplexes could provide a solution that would retain more of the mill. Large sections of the buildings should not be demolished.

The tower relates poorly to the mill and would lose its dignity. The mill complex forms an important grouping with the Dunlop building and Cambridge Street Mill and the tower would not relate to this important context. The buildings have a significant group value and should be embraced 'as found'.

The tower would put the new space in shadow and would dominate the group and destroy its cohesiveness rather than tie into it. A lower rise solution would tie it into its surroundings. The proposal does not take the issue of the staircase to Oxford Road Station into account. Any original windows should remain and / or be reinstated back to their former design and detail. The River should be tidied up around the site.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections but have recommended conditions relating to the following: servicing and construction hours; opening hours of the commercial properties; a construction management plan to include dust monitoring measures, measures to control noise and vibration, consultation and complaints measures and hours of working; the control of lighting glare and overspill; a scheme for the acoustic insulation of the residential use, the commercial uses and the associated plant and equipment; implementation of the residential waste management strategy; a commercial waste management strategy; The submission and agreement of the findings of the contaminated land site investigation; and, a scheme for fume extraction.

Travel Change Team City Policy – The travel plan should be secured by condition.

Flood Risk Management Team - Have recommended conditions to require the implementation and management of the surface water drainage works detailed within

the flood risk assessment to ensure that attenuation through Green Suds is maximised.

Corporate Property - No comments received.

City Centre Regeneration - No comments received.

Strategic Development - No comments received.

Work and Skills Team – Recommend that a local labour condition is attached to the application.

Housing Strategy – No comments received.

Natural England – do not object and advise that consider that the proposal would not have a significant adverse impact on statutorily protected species or landscapes and provided advice on other natural environment issues to the applicant and LPA.

Neighbourhood Services (Trees) – No comments received.

Highway Services - the proposals are acceptable based on the submitted information.

Greater Manchester Ecology Unit – ecological constraints were identified in the ecological report relating to bats, nesting birds and proximity to the River Medlock. These can be resolved via conditions and further information on invasive species is required.

Moderate bat activity was identified along the River Medlock with evidence of bats accessing the building to forage and potentially rest. Conditions are required for the submission and agreement of detailed reasonable avoidance measures method statement for bats prior to any clearance, demolition or internal stripping of the buildings; and the submission and agreement of a lighting and design strategy for street lighting.

A condition is recommended to prevent demolition occurring until a detailed bird nest survey has been carried out by a suitably experienced ecologist immediately prior to demolition. No active bird nests are present. This should be submitted and agreed or the submission and agreement of a general license issued by Natural England authorising destruction of the feral pigeon nests.

Japanese knotweed and Himalayan balsam are not on site, but are likely to be present in the River Medlock, which may need to be accessed to carry out works to the exterior of the building. A condition is required to clarify whether the river Medlock has been assessed for invasive species and whether access will be required to enable the development.

A construction and environmental management plan should include a section on the protection of the River Medlock from accidental pollution spillages, dust and debris during demolition and construction. Detail of the improved drainage should also be

provided to demonstrate that there would be no negative impacts on the ecological status/potential of the River Medlock resulting from the disposal of foul water and surface water disposal post-development and evidence of a reduction in surface water from the site.

The developer has committed to best practice during construction and to open up access to the river through an elevated level. Section 109 NPPF states that the planning system should contribute to and enhance the natural and local environment. The site is currently of very low ecological value. The proposed roof garden and bat boxes are positive. I would also recommend the provision of bird boxes. The detail can be conditioned as part of the landscape proposals.

Greater Manchester Archaeological Advisory Service – Require a programme of archaeological recording to be undertaken, to record and advance understanding of any as yet unknown heritage assets in a manner that is proportionate to its significance and to the predicted level of impact. Conditions are recommended to secure this. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester planning authority.

The desk based assessment identifies archaeological interest related to a potential Roman road together with former engine houses of the early and later Medlock Mill. GMAAS agree that a scheme of evaluation trenching followed by more detailed excavation of significant remains, together with a targeted watching brief, represent appropriate mitigation. The methodology for the archaeological works can only be determined when more details are forthcoming on the nature and process of demolition and ground works.

The proposal requires removal of most of the mill's historic fabric so it is important that a record is created of the fittings, fixtures, fabric, layout and phasing for archive purposes and to inform our understanding of the historic development and significance of the mill complex.

A historic building survey should be undertaken during and following the soft strip process, and during demolition. This study will enhance the survey work undertaken for the Heritage Statement part of the EIA. A historic building survey and archaeological excavation is required to make a record of the archaeological interest impacted on by the scheme.

The scheme will preserve the east façade of the mill along with much of the original roadside wall and the southern block of the mill. The eastern wall of the spinning mill block in particular will be a striking feature in the townscape and it will be important to provide an understanding to the new occupants and users of the public space about the site's heritage.

GMAAS would like to see a scheme within the new square to commemorate the industrial heritage of the site. It is recommended that a planning condition is attached to any consent to secure this.

Transport for Greater Manchester – No comments received

Greater Manchester Police (Design for Security) – Recommend that a condition is put in place that reflects the recommendation (Section 4 & 5) within the Crime Impact Statement (URN: 2018/0397/CIS/01 Dated: 14/06/2018).

Greater Manchester Pedestrians Society – No comments received

Greater Manchester Geological Unit – No comments received

National Planning Casework Unit - No comments received

Environment Agency – Confirmed that they have no objection in principle but make the following comments:

Although the site is shown as flood zone 1, the basement level could be at risk of flooding. The flood resistance measures outlined in Section 7 of the Flood Risk Assessment should be implemented.

The proposal must strictly accord with FRA and the mitigation measures identified as it will form part of any subsequent planning approval. Any proposed changes to the FRA and/or the mitigation measures identified the submission of a revised FRA would be required as part of an amended planning application.

An informative is recommended regarding the need for a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency.

United Utilities – Recommended conditions to:

- Require foul and surface water to be drained on separate systems.
- Require the submission and agreement of a surface water drainage scheme
- Require the submission and agreement of a sustainable drainage management and maintenance plan for the lifetime of the development

Provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Canal and Rivers Trust – Confirmed that they have no comments to make.

The Wildlife Trust – No comments received

Network Rail – No objections in principle and are largely supportive of the proposal. The design and layout needs to ensure that there is no adverse impact on the operational viaduct or the arches (and their respective businesses) which are situated adjacent to this building. Consideration needs to be given to ensuring that the design, access, parking and servicing arrangements will not have an adverse impact on Network Rail's ability to inspect, maintain, renew and repair the viaduct structure. It should also not impact on the future aspirations of this company to refurbish the arches to create new commercial, retail and leisure space.

The proposal will also need Network Rail agreement to design and construction going forward.

Manchester Airport Safeguarding Officer – Advised that the proposed development has been examined against aerodrome safeguarding measures; it does not conflict with any safeguarding criteria. Accordingly, Manchester Airport has no safeguarding objections to the proposals. However, any cranes or other tall equipment required during construction may present a hazard to air safety and will need to be assessed separately to ensure that aircraft safety is protected. An informative is recommended regarding this.

NATS Safeguarding - Have no safeguarding objection to the proposal.

The Civil Aviation Authority – No comments received.

## **Issues**

### **Local Policy**

#### **Core Strategy**

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

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

S02. (Economy) – supports a significant improvement of the City’s economic performance to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide construction jobs along with permanent employment from the ground floor uses and ongoing management of the building in a highly accessible location.

S03 (Housing) – The scheme would provide 171 apartments in a highly accessible location and meet demand for housing near to employment, in a sustainable location. It would address demographic needs by providing a variety of accommodation sizes. Economic growth requires well located housing to provide attractive places 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 would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP1 (Spatial Principles) – The development would be sustainable and be consistent with the aim of bringing forward high quality city living alongside economic and commercial development, within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the potential of the City’s transport infrastructure and help to create a neighbourhoods where people choose to be and live by: enhancing the built and natural environment and providing a range of quality housing types; creating a well-designed place; creating character; reusing previously developed land; and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would support the City’s economic performance by developing a site in the City Centre. This would help to spread the benefits of growth across the City helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The site is well connected to the City’s transport infrastructure and the development would maximise the promotion of walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposals would create jobs during the construction phase and within the commercial units which would in turn contribute to economic growth. The design would use the site efficiently and enhance the sense of place. The proposal would consider the needs of users and employees in terms of access to a range of transport modes and the reduction of opportunities for crime.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The proposals would deliver a product that would complement existing uses and schemes

in the pipeline. The development would be a high density, residential led, mixed use scheme that would provide active uses in addition to housing.

Policy CC3 (Housing) – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified for residential development and would contribute to meeting the overall Core Strategy housing targets for the City Centre though providing 171 new homes close to First Street. The accommodation would suit a range of occupants, in terms of both the number of rooms and their size.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) - A high density development is proposed that would maximise the efficient use of land.

Policy CC7 (Mixed Use Development) - The proposals would include basement and ground floor commercial space. This would create activity and increase footfall and would provide services for residents within and adjoining the local area and for visitors. The uses proposed would complement the leisure and retail uses within First Street and along Oxford Road.

Policy CC8 (Change and Renewal) – The proposal is a large scheme that would support the employment and retail role of the City Centre and would improve the accessibility and legibility of the Centre. The development would create temporary employment during construction along with permanent employment from the ground floor uses and the ongoing management of the accommodation. It is consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – The design would be appropriate to the City Centre context and character. The scale, height, massing, alignment, material and use are acceptable and would not adversely affect the setting of adjacent listed buildings. This would be a high density development which would repair the urban fabric by retaining significant elements of the existing fabric and developing a high quality building, within and around refurbished historic structures and a new high quality public realm.

Policy CC10 (A Place for Everyone) – The apartments would be a mix of one and two bedrooms in a range of sizes, which would appeal to a wide range of people from single professionals and young families to older singles and couples. Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lift. The site is in a highly accessible, sustainable location.

Policy H1 (Overall Housing Provision) - The development would provide new homes, of a type considered suitable for the City Centre within a high density mixed use development and is consistent with regeneration objectives. It would include a mix of accommodation that would help to create a mixed use community.

Policy H8 (Affordable Housing) – to be added (viability feedback needed) - The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

The proposal also includes the retention of deteriorating heritage assets, the creation of area of open space and public realm and the creation of access and space by the River Medlock. The costs of this would be substantial. This is also a constrained site that is likely to be heavily contaminated. Given this, the proposed level of contribution is considered to be acceptable. The issues are discussed further in this report.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of 1 cycle parking space per apartment. Pedestrian routes would be improved through the provision of high quality public realm and access to the River Medlock. A pedestrian link would be provided through the site from Gloucester to First Street, which would give access from First Street to Oxford Road Station if the staircase planned by Network Rail is built.

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 high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (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) - There is an opportunity to enhance the architectural and urban qualities of the site. The development would have an impact on the character and appearance of the site and the settings of a number of nearby listed buildings.

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

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark although this could be improved when the commercial units are occupied. The site is in flood risk zone 1 and generally has

a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development includes tree planting within the proposed public realm and the incorporation of a rooftop garden.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy has been submitted in support of the application. The site falls within Flood Zone 1 (low probability). The site would reduce surface water run off by up to 50% compared to the existing baseline and therefore reduce flood risk elsewhere.

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

Policy EN16 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. The application is supported by an air quality assessment.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and

- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Policy DM2 (Aerodrome Safeguarding) – The proposed development would not affect the operational integrity or safety of Manchester Airport or Manchester Radar subject to gaining the required crane / tall equipment permit. An informative would be applied to the application to require this.

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

### **Saved Unitary Development Plan Policies**

Policy DC7 (New Housing Development) - The proposals would have level access throughout and into the site, ensuring that all future residents can gain access to the upper floors of development. Hallways would have widths to allow for wheelchair accessibility throughout the building. The structural strategy and adaptable floor plates allow for future flexibility so that internal walls within units and internal partitions can be moved without significant structural alteration, allowing apartments to be adaptable.

Policy DC10.1 (Food and Drink Use) - Space would be provided at the ground and basement floors that could accommodate A3 uses. These facilities are appropriate within this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The proposed shop fronts would be in keeping with the character of the building, buildings within the local area and would comprise a glazed curtain walling system with body tint glass. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances.

DC19.1 (Listed Buildings) – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DC20 (Archaeology) – The site has an archaeological interest from historical industry, and a scheme of investigation is proposed.

DC26.1 and DC26.5 (Development and Noise) – The application is supported by acoustic assessments.

RC20 - Area 20 (Small Area Proposals) confirms longstanding objectives for the area and encourages the general enhancement of this area. It specifically states that advantage will be taken of any opportunities to open up access to the River Medlock. The proposals comply with these objectives.

## **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 would comply with these principles where relevant.

### **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 8 & 9). Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. 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 proposed development is considered to be consistent with sections 5, 6, 7, 8, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would deliver 171 homes in the City Centre. It would provide a range of accommodation sizes, types and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the apartments would help to support the growing economy and help to create a vibrant, thriving and active community. The development would restore and retain non-designated heritage assets that are vacant, improve access to the River Medlock and include a large amount of public open space.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

The proposal also includes the retention of deteriorating heritage assets, the creation of area of open space and public realm and the creation of access and space by the River Medlock. The costs of this would be substantial. This is also a constrained site that is likely to be heavily contaminated.

Section 6 - Building a strong and competitive economy – supports economic growth in order to create jobs and prosperity, building on an area’s inherent strengths. The proposal would support economic growth and help to create jobs and prosperity through construction and through the operation of the commercial uses.

Section 7 Ensuring the Vitality of Town Centres - promotes competitive town centres and recognises that residential development can ensure the vitality of centres. A high quality development on a site containing vacant buildings and in need of investment would improve the area and the commercial uses would support the housing and tourism sectors.

Section 8 Promoting healthy and safe communities – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate a mix of uses and active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby commercial developments at First Street, Great Jackson Street and within Knott Mill.

Section 9 Promoting Sustainable Transport – Focussing development in sustainable locations that limit the need to travel and offer a choice of transport modes contributes to sustainability and health objectives. This site is close to Oxford Road and Deansgate railway stations, Deansgate/Castlefield and St Peter’s Square Metrolink Stations, Metroshuttle Services 2 and 3 and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 Making Effective Use of Land – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living conditions. The reuse of vacant buildings would use the site effectively.

Section 12 Achieving Well-Designed Places – promotes the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The alterations and the tower would respect the historic site and the character of the existing buildings. The proposals would also include high quality and inclusive public space.

Section 14 Meeting the challenge of climate change, flooding and coastal change – Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is a highly sustainable location and the development would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark although this could be improved when the commercial units are occupied. The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding.

Section 15 Conserving and enhancing the natural environment – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity. The application has considered the potential risks of various forms of pollution, including ground condition and noise. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment. The application also includes measures to protect and enhance the natural environment.

Section 16 Conserving and Enhancing the Historic Environment - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest. The site is not within a conservation area but does affect the settings of nearby Grade II and II\* listed buildings. Two of the buildings on the site are also considered to be non-designated heritage assets. The applicant has submitted a heritage statement that assesses the impact on the site and the surrounding heritage assets. An archaeological desk-based assessment that shows that the site may contain archaeological features, which would not be of more than regional or local interest. A condition on any approval would secure a programme of archaeological work to record any features of interest.

### **Other Relevant City Council Policy Documents**

#### **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 First Street. This area has been transformed into a vibrant mixed use neighbourhood, building on the opportunities provided by its adjacency to the city centre. The key priorities for this area are:

- Delivering the new residential led development at First Street South.
- Development of the Little Peter Street Site for residential development with a mix of occupancy type.
- Investigating the feasibility and appropriate designs for potential creative hubs within and adjacent the Hotspur Press and the railway arches along Whitworth Street West,
- Continuing the branding, animation and marketing of the area to start to create a sense of place that will establish the area as a place to visit and do business in.
- Developing the commercial phase for First Street Central.

- Working with Network Rail to minimise the impact of the Northern Hub work at Oxford Road Station on the First Street development.

The proposed development would be consistent with achieving these priorities through opening up access to the Whitworth Street railways arches from First Street for possible future creative uses and providing residential accommodation and commercial uses in support of the above priorities.

### **The First Street Development Framework (FSDF)**

This was endorsed by Manchester City Council in March 2011, published in 2012 and updated in 2015. The SRF places a strong focus on creating a “sense of place”. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. It is considered that the proposal would provide accommodation that would support the regeneration of First Street and would better integrate the First Street Estate with River Street and Oxford Road via the provision of a valuable pedestrian route linking Gloucester Street and First Street.

### **Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)**

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

The proposal includes a landscape scheme with tree planting and a rooftop garden. It would create pedestrian linkages through the proposed public realm to the River Medlock.

### **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 (Public Sector Equality Duty) of the 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 among the protected characteristics.

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

### **Environmental Impact Assessment**

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (The 'EIA Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Townscape and Visual Impact;  
Heritage;  
Flood Risk and Water Resources;  
Noise and Vibration;  
Sunlight and Daylight;  
Wind Microclimate;

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

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

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

Regeneration is an important planning consideration. 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 the provision of new homes and, as the next phase of economic growth progresses, more homes are required to fuel and complement the growth. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to redefine a key entry point into the City.

The proposal would be consistent with the approved First Street SRF and could act as a catalyst for further development and regeneration. It would building on the work that is being carried out within First Street and would help to establish a new residential area within the City Centre.

The proposal incorporates homes, residential amenities, commercial uses (which could include a shop, medical centre or doctor's surgery) and public realm, and would create a critical mass of activity and attract people to the area. The public realm would provide a pedestrian route from Gloucester Street to First Street and open up access to the Whitworth Street arches which could provide more pedestrian connections or commercial or creative uses. It represents an opportunity to expand the active core of the City Centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, along with trends and changes in household formation, requires more homes. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the scheme would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and would promote sustained economic growth.

The proposal would deliver good quality homes and would complement an existing residential community. The quality and mix of the product and the size of the apartments have been designed to appeal to several sectors of the market, including owner occupiers and renters.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 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**

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting guidance to this policy is clear that this may not be necessary or required where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

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 that Local Planning Authorities should seek to work with interested parties to promote the redevelopment of brownfield sites. To incentivise bringing brownfield sites use, 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 regarding developer obligations states that where a need arises as a result of development, the Council will seek planning obligations and this should be assessed on a site by site basis. Of relevance in this instance could be provision of affordable housing, community facilities and the provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. 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 or 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, should make a contribution to the City-wide target of 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 criteria that might qualify developments for exemptions that are of relevance in this instance include:

- That inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City; The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

The recently endorsed 'Housing Affordability in Manchester' report acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of

housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

This scheme is on the edge of First Street. The buildings are not listed or within a conservation area but are heritage assets. They have been vacant for a number of years and are deteriorating and if a new use is not found, they may well be lost. The scheme involves the sensitive restoration of one of the heritage assets and the retention and integration of two of the facades of another. The proposal also includes the creation of an area of open space and public realm and the creation of access and space by the River Medlock. This would provide better connectivity and legibility through the area and improve access and linkages to First Street. The costs of this would be substantial. This is also a constrained site, close to the River and a heavily trafficked railway viaduct that is likely to be heavily contaminated. Given the significant cost involved in bringing the heritage assets back into full use and the provision of new public realm as proposed, it is considered that the contribution to affordable housing proposed is acceptable in this instance.

Given the above the proposal is in accordance with the Council's approved guidance in relation to affordable housing policies H8 and PA1.

### **Visual Amenity Including Tall Buildings Assessment and assessment of the Impact on the Historic Environment**

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Tall Buildings: Historic England Advice Note 4 published on 10 December 2015 and the Guidance on Tall Buildings Document published by English Heritage and CABI in July 2007.

### **Design Issues, Relationship to Context and Impact on Historic Context**

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

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability.

- The desirability of new development making a positive contribution to local character and distinctiveness.

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

- a. Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

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

Chapters in the Environmental Statement assess the historic environment and the visual impact of the proposal upon identified heritage assets and a Heritage Statement and a Townscape and Visual Assessment have been submitted. The assessment includes the cumulative impact of development proposed nearby. The main higher grade heritage assets, (including the Manchester Central (Grade II\*), The former Refuge Assurance Building (Grade II\*) and Central Library (Grade II\*) are some distance away so the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as One Cambridge Street and 1 Great Marlborough Street.

The site is not within a conservation area and is not listed. The following listed buildings are within the vicinity of the site and would potentially be affected: the Altrincham Railway Viaduct (Grade II Listed) directly to the north, the Ritz Dance Hall (Grade II Listed) to the north, Mackintosh Mill (Grade II Listed) to the south, Oxford Road Station (Grade II Listed) to the east and Chorlton Mill (Grade II Listed) and Chatham Mill (Grade II Listed) to the south east Ritz Dance Hall. The 1801 and 1880 buildings on the site itself are considered to be highly significant non-designated heritage assets.

The impact of the development on the settings of these heritage assets from a townscape viewpoint has been assessed through the appraisal of twelve different viewpoints. It concludes that the development would have seven instances of negligible impact and five instances of moderate beneficial impact (Gloucester Street at Whitworth Street West, Manchester Central, Whitworth Street West at the Hacienda, Jack Rosenthal Street and Cambridge Street at River Street).

The proposal would affect views of these listed buildings and would have the most impact on the setting of the adjacent viaduct, but this would be a moderate beneficial impact as the development would open up views of and access to part of the south

facing elevation of the viaduct including the arches. It would not cause harm to any of the identified heritage assets.

From Jack Rosenthal Street (viewpoint 2) the rear of the Hotspur Press complex would be clearly seen with its industrial form well represented where it makes a contribution to the setting of the adjacent viaduct. The combination of heritage assets and the contemporary development makes a positive but relatively-minor contribution to the appreciation of the city's historic environment and industrial legacy. The retention of the surviving gable of the c1801 mill and the curved 1882 facade, connected via a complementary four storey, 'mill-like' extension, ensures that the fundamental, industrial-character of the building-group is retained. The new tower component would be read as emerging above this clearly defined, former mill group. The tower would be read as a complementary building with the C19th building group being the main feature of this local view. The opening of the river edge would enhance the focus on the retained and refurbished historic fabric and the setting of the railway viaduct.



The development of the Hotspur Press would be highly visible from Gloucester Street at Whitworth Street West viewpoint (viewpoint 3). The refurbished façade would extend to the river boundary which is enclosed by the retained 1882 warehouse component. The tower would be partially obscured by the listed bridge and the focus would be on the restored brick elevations of the boundary wall. The dominant impact of the railway infrastructure reduces the impact of the tower on the streetscape and ensures that the visual impact on the listed viaduct would be minimised and the c1801 mill façade continues to dominate the view. The pedestrian environment would be enhanced by the openings that would be created in the wall at street-edge, creating views into the public square. The proposal works to the Hotspur Press would improve its character and appearance by refurbishing and retaining key components.



The Grade II Listed viaduct would continue to dominate the streetscape and define the historic environment. It cuts a line through the City and acts as a wall cutting views vertically and horizontally. It can also be perceived as a plinth for the series of taller buildings that are located on either side of it. In this instance, the historic mill buildings are seen through the open arches, with the tower truncated above.

Looking north along Cambridge Street (viewpoint 5), the development would be viewed in the background to the retained 1882 warehouse section. The development would continue to express the external envelope of the of the former-mill complex and despite the scale of the proposed tower in the background, the Hotspur Press would continue to be read as a former industrial site.

The retained façade would ensure that the non-designated heritage assets continue to be read as a cohesive group and the main focus of the streetscape. The development would therefore improve the character and appearance of the Hotspur Press complex through the refurbishment of the non-designated heritage assets and the retention of key character-defining components. The proposal would have a negligible impact on the listed viaduct from this perspective.

The partial demolition of the original 1801 mill building is regrettable given its significance and historical importance. However, the building is not listed and the floor to ceiling levels are too shallow to provide living accommodation. After measures had been introduced, the floor to ceiling height would only be 2040mm. It is understood that the conversion of the mill is further unviable as the conservation deficit is so significant that complementary development is necessary to conserve, refurbish and retain the fabric that would be retained.



The building has been altered significantly and its condition is poor and deteriorating. It has lost some of the interest that it would have had in its original state. A new structure, working to the new levels would be inserted behind the retained façade and duplexes are proposed to preserve existing window openings on the Eastern facade. It would be preferable to retain the roof but its original covering has been lost and it adds little to the building when viewed from street level. Its removal is required to implement the proposal.

The entire original structure of the 1880's warehouse would be retained and refurbished as the floor to ceiling heights make this viable.

The proposal would retain as much of the original fabric as is feasible and would remain architecturally honest. Part of the original single-storey shed structure would be retained, with asbestos panels replaced with glazing to create a covered open space within the square. Attempts would be made to reuse the cast-iron elements of the internal accommodation within a different part of the site.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. It has found that the overriding cumulative impact when considered alongside other consented schemes would be negligible or moderate beneficial. Views of visitors, travelling public, workers and residents have been assessed and the impact would range from negligible to major beneficial. The major beneficial impacts would be from Jack Rosenthal Street, from Whitworth Street West at the Hacienda and from the junction of River Street and Cambridge Street.

Overall, the verified views demonstrate that the proposal would add a positive element to the skyline and would be complementary to the emerging character of the area. When viewed from the radial routes, the city centre skyline expresses the

density of the City. Numerous tall buildings form important elements of the skyline and these are an essential part of the character of any dynamic city. The scheme, along with the nearby One Cambridge Street and 1 Great Marlborough Street developments and other consented schemes in the area contribute to a clear clustering of buildings which create a dynamic and varied skyline. The principle of taller buildings has previously been established in this area with the approval of the nearby One Cambridge Street site.

The visual assessment has demonstrated that this proposal would have a moderate beneficial impact on any views of importance and would create a positive landmark. It would provide a positive architectural statement, enhance the City's skyline and have a positive effect on the townscape. The tower is on the historic boundary between the township of Manchester and the township of Chorlton upon Medlock and acts as a marker of the historic border of the township of Manchester.

The proposal would have a low beneficial impact on the affected heritage assets as it would retain the character of the former mill complex and facilitate sensitive redevelopment. The proposals would also improve the relationship with the adjacent Grade II Listed viaduct and open up views and access to the River Medlock and would allow a conservation led refurbishment of the retained historic buildings and structures

The site has archaeological interest relating to Manchester's industrial heritage. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

#### Urban Design, Visual Impact and Architectural Quality

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

The proposal is for a tall building as an extension to non-designated heritage assets. It would be a brick building that would integrate well with surrounding brick built historic buildings and structures. The proposal would positively contribute to the group of tall buildings on this side of the City Centre, including towers at 1 Cambridge Street and 1 Great Marlborough Street.

The design of the tower would have a grid formed by vertical brick columns that would rise up the facades and horizontal banding created by expressed floors. It

would include a large amount of glazing to lighten its appearance and to contrast with the original brick buildings. It would have a distinctively modern appearance that would not compete with the historic mill structures. The tower has been located tight to the western side of the site to create the maximum space between it and the retained buildings to maximise their impact and appearance.

The plinth would be more solid in terms of design, scale and materials to relate to the retained buildings and the listed viaduct and would provide a streetscape that would complement them. When viewed at street level the plinth and mills would be the dominant visual element and would make a positive contribution to the character of the street scene and the setting of the nearby listed buildings.

The retained buildings would be repaired, restored and re-instated to make good damage caused by water ingress, vegetation damage, bomb damage and long term degradation. Some of the single storey shed structure would be retained in the public realm, with the asbestos roof replaced by glazing.

The materials would respond to the surrounding red brick warehousing vernacular and surrounding new build developments. 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.

The development would retain the original urban grain and incorporate a series of routes that would guide pedestrians through covered walkways and glazed concourses from Gloucester Street to First Street.

Active frontages and external seating would provide animation to the edges of the public square and would create a variety of spaces to pass through and sit with shelter in place from the retained roof section and tree canopies. The retention of the single storey warehouse retaining wall adjacent to Cambridge Street would define the square and add interest. The public space would incorporate a loggia improving access to the River Medlock and opening up views of the river.

The above characteristics would produce interest and improve the visual amenity of Gloucester Street and First Street and the surrounding area, including the setting of the nearby listed buildings and the River Medlock; and add positively to the blend of traditional and modern design in the wider area.

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

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

### Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering residential development, including the conversion of listed buildings, such as The Shot Tower in Chester and Constable Court in Baguley. They also have experience of delivering commercial development including Universal Square, 9 Portland Street and 2 Harter Street. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings. The applicant has appointed an experienced team capable of designing a development of height and scale.

The design team have previous experience of delivering tall buildings within the City (most notably St Michael's, Motel One, One Cambridge Street and Liberty Heights) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

#### Provision of a Well-Designed Environment

The proposal would include a mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. A roof garden would be provided above the tower along with the public realm area. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings. In addition, residential amenity facilities are proposed, which would help to foster a sense of community.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 10, 9, 11, 12 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.

#### Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. Oxford Street and Deansgate are bus routes and the closest Metrolink Station is Deansgate/Castlefield. Oxford Road Train Station and Deansgate Train Station are nearby. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

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

The submitted Transport Assessment demonstrates that there are sufficient other public car parks within close proximity of the site and Highway Services are in agreement with the parking proposals.

1 secure cycle parking space would be provided within each apartment and additional cycle parking would be provided within the public realm for the commercial uses. Highway Services do not object to the proposal given the measures included in the application.

Given the measures put forward and the highly sustainable location of the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure.

The applicant acknowledges the need to implement measures to keep construction impacts to a minimum and have submitted a construction management plan. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

### **Sustainable Design and Construction**

An Environmental Standards and Energy Statement sets out the sustainability measures proposed. These would:

- Reduce the demand for main water through the use of low flow taps and dual flush toilets and the use of water monitoring and leak detection;
- Limit the quantity of waste arising during demolition and construction works and maximise that diverted from landfill and a site waste management plan would be prepared;
- Encourage the recycling of waste through the provision of segregated waste facilities;
- Include where feasible the use of locally sourced and include maximised recycled content. Materials would be reviewed using the BRE 'Green Guide to Specification' with an aim to maximise the use of A rated materials,
- Increase the ecological value of the site through additions within the public realm,
- promote measures to reduce the reliance on the use of private cars including a travel plan and the provision of secure cycle storage and facilities,
- Provide comfortable accommodation, minimise the risk of pollution and source labour locally.

The proposal would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark which could be improved when the commercial units are occupied. It would where possible, taking site constraints into account, accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document.

The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and would be required to achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, 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.

### **Contribution to Public Spaces and Facilities**

The proposal includes a mixture of external and covered public realm areas including a square, pathways and a Loggia adjacent the River Medlock, with trees planting beds and benches. The square would be to the south of the buildings and would be shaped to form a series of interlinked spaces with areas of respite and animation. Planting beds would offer seasonal interest, colour and texture whilst acting as rain gardens to form a sustainable draining system. The glazed Loggia would open up views of the River Medlock

The commercial uses would add activity and animation to the square. The existing single storey boundary wall would enclose the space at the Gloucester Street side, but would incorporate a series of openings.

The apartments and commercial units would enliven the area and provide natural surveillance to the Gloucester Street frontage and the river. The proposal would provide permeability and form a valuable link connecting First Street to River Street and Oxford Road.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

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

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time

appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011), British Standard BS8206 Part 2:2008 - Code of Practice for Daylighting and CIBSE 1999 Lighting Guide LG10 - Daylighting and Window Design.

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

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

- 21-35 Whitworth Street West;
- 84-88 Great Bridgewater Street; and
- One Cambridge Street.

Daylight

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

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct

sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 682 windows serving 504 rooms within three surrounding properties have been assessed for daylight:

- 21-35 Whitworth Street West;
- 84-88 Great Bridgewater Street; and
- One Cambridge Street

Overall the impacts can be summarised as follows:

21-35 Whitworth Street West - 147 windows serving 87 rooms were assessed. For VSC, 145 (99%) would meet the BRE criteria, the remaining two windows would experience an alteration of between 20 and 30%. For NSL, all of the rooms assessed would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

84-88 Great Bridgewater Street - 108 windows serving 62 rooms were assessed for daylight within this building. For VSC, 106 (98%) windows would meet the BRE criteria. Of the two windows that would not meet the criteria, one would experience an alteration of between 20 and 30% and the other would experience an alteration in excess of 40%. For NSL, all rooms assessed would meet the BRE criteria. Considering the urban context of the development, this is considered a high level of compliance. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

One Cambridge Street - 427 windows serving 355 rooms were assessed for daylight. For VSC, 382 (90%) would meet the BRE criteria. Of the windows that would not meet the criteria, 20 (approx. 5%) would experience an alteration of between 20 and 30%, 14 (approx. 3%) an alteration of between 30 and 40%, and the remaining 11 (approx. 2%) alterations in excess of 40%. None of the windows that fall short of the BRE criteria will meet the VSC targets in the existing scenario as they are overhung by balconies, which restrict the opportunity for daylight to the windows and place an unreasonable burden on the proposed development as the existing VSC values for these windows are very low. All windows that will meet the VSC targets as existing will continue to meet these targets if the proposed development were in place.

For NSL, 226 (96%) of the 355 rooms assessed would meet the BRE criteria. Four of the affected rooms would experience an alteration between 20-30% 10 of the affected rooms would experience an alteration between 30-40% and the remaining five rooms would alterations in excess of 40%. None of the rooms that fall short of the BRE targets will meet the NSL target in the baseline scenario due to the presence of overhanging balconies.

Overall, considering the city centre location and the characteristics of the architecture of the building, the effect on daylight to this property is considered to be minor adverse in significance.

### Sunlight

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

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

A sunlight assessment has been prepared in respect of the 382 rooms in the properties which currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

21-35 Whitworth Street West – All 87 rooms assessed would meet the BRE criteria for both winter and annual PSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

84-88 Great Bridgewater Street - All of the 78 rooms assessed would meet the BRE criteria for both winter and annual APSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

One Cambridge Street - 234 rooms assessed and 209 (89%) would meet the BRE criteria for both winter and annual APSH. Five of the affected rooms would experience alterations of between 20 to 30%, three would experience alterations of between 30 to 40% and 17 (approx. 7%) rooms would experience alterations in Annual PSH in excess of 40%. The reductions are again attributed to the deep window reveals and overhanging balconies, which restrict the availability of sunlight to these windows as existing. None of the rooms that fall short of the BRE targets will meet the NSL target in the baseline scenario due to the presence of the existing deep reveals and overhanging balconies. The actual reductions in Annual PSH are therefore modest. However due to the low baseline figures, proportionally the losses are large, and so the BRE criteria is not met. Overall, the effect to sunlight on this building is therefore considered to be minor adverse in significance.

The BRE guide recognises that in an urban area, with modern high rise buildings, a higher degree of obstruction may be unavoidable. As well as the fact that the guidelines are designed to be applied to suburban locations, the above results should also be considered in the context that the application site has been a site with relatively low rise buildings on it for many years. As such, the buildings that overlook the site have benefitted from conditions that are relatively unusual in a city centre context.

Therefore, the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposal would be measured are not representative of the usual baseline situation that would be encountered within a city centre environment. These factors mean that it is inevitable that there would be a degree of

obstruction to the existing levels of daylight and sunlight to the surrounding residential buildings.

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

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

### Overlooking

The closest residential properties would be within One Cambridge Street. The minimum window to window separation distance between the proposed development and these existing properties would be approximately 30 metres between a short section of the existing retained mill façade and a short distance of the West Façade of One Cambridge Street, which is considered to be an acceptable distance within this City Centre context.

Other window to window separation distance would be far in excess of this distance. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on the existing residential properties or other buildings near the site.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

### (b) Wind

A wind microclimate study shows that wind conditions in and around the site would rate as suitable, in terms of pedestrian safety, for the general public. In terms of comfort, the conditions in and around the proposal would be suitable for the intended uses. Wind speeds on site are rated as safe and would meet standards for comfort in seating areas and at proposed entrances to the building. The study advises that no mitigation measures are required.

Given the above, it is considered that, acceptable conditions would be retained and it is considered that the proposals are in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

### (c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The development has the potential to cause air quality impacts during the construction phase and during the operational phase. Additionally, given that the site is located within an air quality management

area there is the potential for the expose of future occupiers to elevated pollution levels.

The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. The proposed development is a car free scheme and road traffic exhaust emissions associated with vehicles travelling to and from the site would be negligible due to the low anticipated trip generation associated with the proposed uses.

The assessment confirms that throughout the design of the scheme, air quality affects have been considered and the proposal benefits from inherent air quality mitigation. There are therefore considered to be no adverse impacts of the operational phase of the development on air quality.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for residential use.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

#### (d) Noise and Vibration

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

The proposed commercial uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned above.

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

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

#### (e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on telecommunications as a result of the proposal. Any impact would most likely be in the shadow zone to the north west of the site. The report concludes that

significant interference to television reception is not expected at residential locations within 500 metres of the proposal.

Television signals from satellite systems would not be adversely affected. A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

#### (f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and there are no highway objections. It is considered therefore that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

#### Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, has been considered.

The proposal would include high quality public realm, which would provide amenity space and through-routes linking Gloucester Street to First Street, including a river side loggia. The ground floor layout would maximise the active frontage surrounding the proposed public square, which would help to increase activity and vitality on surrounding streets, as well as increasing passive surveillance.

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

In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

#### Waste and Recycling

The bin stores for the apartments would be located on each floor with a centralised facility located on the ground floor. Residents would have waste storage facilities

within their apartments and would transfer waste from these to the waste storage facility on their floor.

The dedicated waste storage rooms on each floor would be clearly labelled to ensure that they are retained for waste storage purposes. Each room would include appropriate signage about the requirements for segregating waste.

The waste stored within the facilities on each floor would be collected by building management and transferred to the centralised facility located on the ground floor. The collections would be managed by the building management company and would take place from a loading bay on Gloucester Street at the eastern end of the development.

Bin provision would include:

Residential Apartments: 39no. 1100L Eurobins.

The floorspace provided would be 113m<sup>2</sup>

A communal waste storage area would also be provided on the ground floor of the building for commercial waste storage. The transfer from this area to the loading bay for collection would be carried out either by the building management company or the commercial tenant depending on the agreements made. The predicted requirements for storage are as follows:

Commercial waste: 8no. 1100L Eurobins for general refuse; 10no. 1100L Eurobins for co-mingled recyclables.

The floorspace provided would be 71.5m<sup>2</sup>

The management company would manage and routinely clean all waste storage areas.

A condition requiring waste strategies for the commercial units should be attached to any permission.

Given the above, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

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

The proposal would provide level access into and throughout the buildings and across the site and would ensure that all future residents can gain access to all areas of the development. Hallways would have widths to allow for wheelchair accessibility throughout the building.

The structural strategy and adaptable floor plates allow for future flexibility so that internal walls within units and internal partitions can be moved without significant structural alteration, allowing apartments to be adaptable.

The proposed development would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies H1, SO1, SO5, SP1, CC3, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

### **Crime and Disorder**

The apartments and commercial unit would bring additional vitality to the area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. It is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated into the finished scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

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

### **Green and Blue Infrastructure**

The proposals include high quality public realm spaces with appropriate planting, as well a roof garden to provide amenity space for residents. Trees would be planted throughout the public realm. The proposal would open up views of the River Medlock and via the proposed public loggia. A direct pedestrian link would be provided to First Street. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

### **Ecology and Biodiversity**

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

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

## **Contaminated Land and Impact on Water Resources**

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy recommends a condition to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

## **Flood Risk**

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme and the waterproofing of existing walls that are below the anticipated flood level where found above basement slab level. Flows would be managed to ensure that there is no increase in run off from the site in a 1in100 year storm event. Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

## **Conclusion**

It is considered that a residential led mixed use development incorporating a tall building would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for a tall building and the development would be well designed and of a high quality. It would fulfil an important role in providing residential accommodation within the City Centre.

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

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby listed buildings. The development would have an acceptable impact on residential amenity and would regenerate a site that is in need of investment, including retaining and refurbishing significant elements of the non-designated heritage asset, providing additional public realm and increasing permeability within the area.

The proposals would also make a contribution towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

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

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

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

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

**Recommendation**      **MINDED TO APPROVE** subject to the finalising of the Section 106 agreement

### **Article 35 Declaration**

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

### **Conditions**

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:

The location plan referenced (--) 050 received by the City Council as local planning authority on 6 July 2018.

The following drawings received by the City Council as local planning authority on 6 July 2018:

L(-- )000  
L(-- )001  
L(-- )003  
L(-- )004  
L(-- )006  
L(-- )016  
L(-- )025  
L(-- )026  
L(-- )027  
L(-- )000R  
L(-- )000B  
L(-- )050  
L(-- )051  
L(-- )201  
L(-- )202  
L(-- )203  
L(-- )204  
L(-- )c201  
L(-- )c202  
L(-- )c203  
L(-- )c204  
L(-- )301  
L(-- )800  
L(-- )800U  
L(-- )801  
L(-- )802  
L(-- )803  
L(-- )800B  
L(-- )851  
L(-- )821  
L(-- )825  
L(-- )826  
L(-- )827  
L(-- )828  
L(-- )831  
L(-- )900  
L(-- )900U  
L(-- )901  
L(-- )902  
L(-- )903  
L(-- )90B

The following drawings received by the City Council as local planning authority on 16 July 2018:

1824-EXA-XX-GF-DR-L-500  
1824-EXA-XX-GF-DR-L-101  
1824-EXA-XX-GF-DR-L-100  
1824-EXA-XX-GF-DR-L-600

The following drawings received by the City Council as local planning authority on 19 July 2018:

L(--)-250  
L(--)-400  
L(--)-401  
L(--)-402  
L(--)-403

The following drawings received by the City Council as local planning authority on 31 July 2018:

L(--)-921 Rev A  
L(--)-925  
L(--)-926  
L(--)-927  
L(--)-928  
Part M4(2) Two-bed four-person apartment

The following drawings received by the City Council as local planning authority on 27 November 2018:

0609 (--)-00B  
0609 (--)-000  
0609 (--)-204  
0609 (--)-201

The following documents received by the City Council as local planning authority on 6 July 2018:

The Planning and Tall Building Statement prepared by Deloitte Real Estate;  
The Statement of Consultation prepared by Deloitte Real Estate;  
The Environmental Standards Statement prepared by Hoare Lea;  
The Energy Statement prepared by Hoare Lea;  
The Ventilation Strategy prepared by Hoare Lea;  
The Structural Survey prepared by Civic Engineers;  
The Archaeological Assessment prepared by Salford Archaeology;  
The Air Quality Assessment prepared by WYG;  
The Crime Impact Statement prepared by Greater Manchester Police;  
The TV Reception Survey prepared by Pager Power;  
The Residential Management Strategy prepared by Zenith Property Management;

The Preliminary Ecological Assessment prepared by Estrada Ecology;  
The Transport Statement prepared by Curtins;  
The Travel Plan prepared by Curtins;  
The Waste Management Strategy prepared by WYG  
The Environmental Impact Assessment - Volume 1 (Environmental Statement Chapters) and Volume 2 (Technical Appendices)  
The Environmental Statement Non-Technical Summary prepared by Deloitte LLP

The following documents received by the City Council as local planning authority on 16 July 2018:

The Blue and Green Infrastructure Statement prepared by Exterior Architecture  
The Local Labour Agreement prepared by Emloch Ltd.

The following documents received by the City Council as local planning authority on 31 July 2018:

The Accessibility Statement prepared by Hodder and Partners  
The Design and Access Statement Rev B prepared by Hodder and Partners and Exterior Architecture

The following documents received by the City Council as local planning authority on 31 July 2018:

The response to the Manchester Conservation Panel's Comments prepared by Hodder and Partners.

The emails from Michael Percival of Deloitte dated 9 August 2018, 20 August 2018, 1 October 2018, 2 October 2018, 4 October 2018, 27 November and 30 November 2018

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SO1, SO2, SO3, SO5, SO6, EC1, CC1, CC3, CC5, CC6, CC7, CC8, CC9, CC10, H1, H8, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, PA1, SP1 and DM1 of the Core Strategy and saved policies DC7, DC10.1, DC19.1, DC20, DC26.1 and 26.5 and RC20.

3) a) The measures for investigating the site as identified in the Phase 1 Preliminary Risk Assessment prepared by LK Consult Ltd. and referenced LKC 18 1196 R1 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) shall be submitted to and approved in writing by the City Council as local planning authority before the development commences.

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

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

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

4) Prior to any site clearance or demolition or internal stripping of buildings a detailed method statement detailing reasonable avoidance measures for bats shall be submitted to and approved in writing by the City Council as local planning authority in line with Section 11 of the Bat Activity Report prepared by Estrada Ecology and referenced: MCR.HH.ACT.11.5.2018 as received by the City Council as local planning authority on 10 July 2018. All site clearance or demolition or internal stripping of buildings shall then be carried out only in accordance with the approved method.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

5) Before any site clearance or demolition works commence a detailed survey of the areas of the River Medlock that would be accessed in order to carry out the development in relation to invasive species including Japanese Knotweed and Himalayan Balsam shall be submitted to and approved in writing by the City Council as local planning authority. If invasive species are found a strategy for the development works and for dealing with the invasive species shall be submitted to and approved in writing by the City Council as local planning authority before any site clearance or demolition works commence. All measures identified within the approved strategy shall be implemented and where relevant maintained for the duration of all works.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

6) No demolition shall commence unless and until a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to demolition and written confirmation provided that no active bird nests are present which has been submitted to and approved in writing by the City Council as local planning authority or a general license issued by Natural England authorising destruction of

the feral pigeon nests has been obtained and submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

7) No development shall commence unless and until it can be demonstrated that there will be no negative impacts on the ecological status/potential of the River Medlock resulting from the disposal of foul water and surface water disposal post-development and evidence of a reduction in surface water from the site submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of the River Medlock and all species within in order to comply with Policies EN15 and EN17 of the adopted Core Strategy for the City of Manchester.

8) No development shall commence unless and until a lighting design strategy for the street lighting and all on site external lighting has been submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

- Show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impacts on bats and the River Medlock is negligible;
- Specify frequency and duration of use.
- Provide full details of the designs and appearance of lighting units and the treatment of associated cabling and equipment,
- Confirm the luminance levels of the lighting and details regarding glare and light spill.
- Show how it has been designed and installed so as to control glare and overspill onto nearby residential properties and confirm the luminance levels

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

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 bats, the River Medlock or 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 - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to

comply with Policy EN15 of the adopted Core Strategy for the City of Manchester and to safeguard the amenities of the occupiers of nearby properties and in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

9) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
  - analysis of the site investigation records and finds
  - production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;
7. Provision for archive deposition of the report and records of the site investigation;
8. 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.

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

- A Community Consultation Strategy;
- A method statement to protect the River Medlock from accidental pollution spillages, dust and debris during demolition and construction;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Noise and vibration and dust emission suppression measures that shall base the assessment on British Standard 5228 and any other relevant standards;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles and staff;

- Sheeting over of construction vehicles;
- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The construction and demolition works shall be carried out in accordance with the approved construction management plan.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

11) Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

12) Prior to commencement of the development detailed mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

13) Before development commences, a comprehensive photographic record of the building (internally and externally) including all areas where physical changes are proposed, prior to and following any remaining strip out works and demolition works shall be submitted to and approved in writing by the City Council as local planning authority. The completed survey shall then be deposited with the relevant historic record (HER) within a timescale to be agreed in writing with the City Council as local planning authority.

Reason - To provide a record of the appearance and condition of the non-designated heritage assets before development commence, in accordance with Policies CC9, EN3, SP1 and saved policy DC20.1 of the Unitary Development Plan.

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

as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

15) Prior to the commencement of development a programme for the submission of final details, including where relevant samples and jointing details of all public realm, landscaping and roof garden works shall be submitted to 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 and soft landscaping;
- 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;
- h. details of the number, design and location of the secure cycle parking spaces;
- i. details of the reuse of internal features from the non-designated heritage assets to be demolished on the site, for example, to help define a space within the new square, or as an artwork, to reflect the site's history.

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.

16) Before the A1, A3, D1 or D2 uses hereby approved commence a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

17) The hours of operation of the A1, A2, A3, D1 and D2 uses hereby approved shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the uses hereby approved. The approved uses shall not operate outside of the approved hours of operation.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

18) Before the development hereby approved commences a scheme for acoustically insulating the proposed residential accommodation against noise from Gloucester Street and Whitworth Street West shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The scheme must take into account the retained building fabric in addition to the new building fabric. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time and to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Due to the proximity of the development to the railway line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 *“Guide to evaluation of human exposure to vibration in buildings”*. Groundborne noise/re-radiated noise should also be factored into the assessment and design.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development and before the residential use becomes operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This shall include monitoring in the completed flats to confirm the internal levels are being achieved (including the 63 and 125 Hz octave bands). This report shall be submitted to and approved in writing by the City Council as local planning authority before the use becomes operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

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

20) No part of the development shall be occupied unless and until the car parking space suitable for use by disabled persons has been provided in accordance with the approved drawings and documents. This parking space 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.

21) Prior to the first occupation of the development hereby approved, a scheme to commemorate the site's heritage within the new public realm shall be submitted to, and approved in writing by, Manchester Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development and retained thereafter.

Reason - In accordance with saved policy DC20.1 of the Unitary Development Plan and Section 12, Paragraph 199 of the NPPF to make information about the archaeological heritage interest publicly accessible.

22) The ground floor and basement 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. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the  $L_{Aeq}$  (entertainment noise) shall be controlled to 10dB below the  $L_{A90}$  (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.

In relation to the Class A3, D1 and D2 uses hereby approved, the basement and ground floor 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 before each of the Class A3, D1 and D2 uses hereby approved commence. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

23) The A1, A2, A3, B1, D1 and D2 uses shall not commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse 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.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

24) Full and final details of the following shall be submitted to and approved in writing by the City Council as local planning authority prior to any works to those elements commencing on site:

- a. a highly detailed structural design and method statement for the facade retention works;

- b. a full version of the outline Conservation Implementation Strategy (CIS) and a detailed Specification and Schedule of Works for the works to the historic fabric on site; and
- c. an inventory of features for possible reuse within the scheme including external signs.

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

Reason - In the interests of visual amenity and because the proposed works affect a building which is considered to be a non-designated heritage asset and careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, EN3 and DM1 of the Core Strategy.

25) No works to windows, including works to repair to existing windows shall commence until details of the work has been submitted to and approved in writing by the City Council as local planning authority. Such works should not include for the removal or replacement of any existing windows unless otherwise approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and fully detailed scaled drawings, including materials and cross sections, of any proposed replacement windows.

Reason - In the interests of visual amenity and because the proposed works affect a building which is considered to be a non-designated heritage asset and careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, EN3 and DM1 of the Core Strategy.

26) Full details of all external seating, including the locations, layouts, furniture details, operational details, security measures, disabled access measures and hours and days of operation shall be submitted to and approved in writing by the City Council before any external seating is installed and operated on site. The external seating shall be installed and operated only in accordance with the approved details.

The use of amplified music and/or sounds is not permitted in the external areas of the site at any time.

Reason - In order to protect the amenity of local occupiers and 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

27) 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: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power

dated January 2018 shall be submitted to and approved in writing by the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated January 2018. 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. 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.

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.

28) No occupation of the development shall take place until surface water drainage works have been implemented in accordance with the Flood Risk Assessment (FRA) prepared by Civic Engineers dated 15 June 2018 received by the City Council as local planning authority on 10 July 2018 ensuring that attenuation through Green Suds is maximised, e.g. raingardens as part of the development. Full details of the implemented scheme including the maximisation of the use of green suds shall be submitted to and approved in writing by the City Council as local planning authority before the use is occupied. The approved scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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

29) Prior to first occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the

lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14.

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

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

32) Before first occupation of any of the ground floor commercial uses a shop front and signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

33) The development hereby approved shall comply with the recommendations contained within sections 4 and 5 of the submitted Crime Impact Statement prepared by Greater Manchester Police and referenced URN:2018/0397/CIS/01 received by the City Council as local planning authority on 10 July 2018. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

34) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced L(--))000, L(--))001, L(--))003, (--))004, L(--))006, L(--))016, L(--))025, L(--))026, L(--))027, L(--))000R and L(--))000B and described in the Accessibility Statement prepared by Hodder and Partners shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

35) 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.

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

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

36) The approved scheme for the storage and disposal of refuse from the residential use as detailed within the Waste Management Strategy prepared by WYG and dated June 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

37) The flood resistance measures outlined in section 7 of the Flood Risk Assessment (FRA) prepared by Civic Engineers dated 15 June 2018 received by the City Council as local planning authority on 10 July 2018 shall be implemented in full as part of the development. The proposed development shall proceed in strict accordance with this FRA and the mitigation measures identified. Any proposed changes to the approved FRA and/or the mitigation measures identified will require the submission of a revised FRA as part of an amended planning application.

Reason - To promote sustainable development, and manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14.

38) 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.

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

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

40) The windows at ground level, fronting onto the public routes within the site, the River Medlock and Gloucester Street shall be retained as a clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

41) 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.

42) The ground and basement floor commercial uses hereby approved shall be limited to the following:

- a. any purpose in Class A1, Class A2, Class A3 and Class B1 and:
- b. medical clinic, health centre, art gallery and museum use only and for no other purpose within Class D1 and:
- c. gymnasium and bowling alley use only and for no other purpose within Class D2

Of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory instrument revoking and re-enacting that Order.

Reason - For the avoidance of doubt and in the interests of the amenity of surrounding occupiers pursuant to policies DM1 and SP1 of the Unitary Development Plan for the City of Manchester and in accordance with the description detailed on the application form.1

### **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: 120635/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

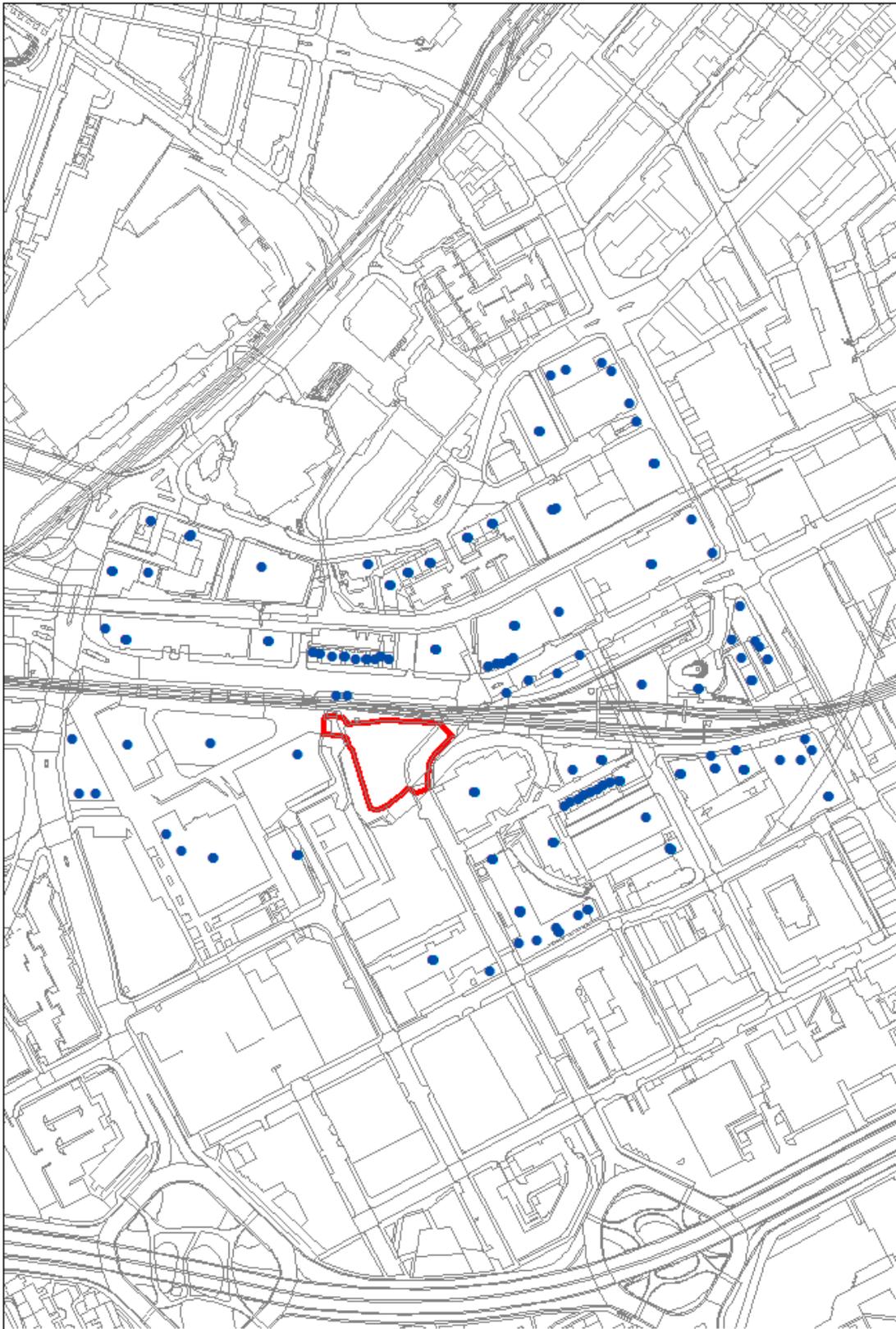
Work & Skills Team  
Oliver West (Sustainable Travel)  
Strategic Development Team  
Housing Strategy Division  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust

Greater Manchester Geological Unit  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society  
Wildlife Trust  
Natural England  
Network Rail  
National Planning Casework Unit  
Neighbourhood Team Leader (Arboriculture)  
Highway Services  
Environmental Health  
Corporate Property  
MCC Flood Risk Management  
City Centre Renegeration

**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:**

<b>Relevant Contact Officer :</b>	Emily Booth
<b>Telephone number :</b>	0161 234 4193
<b>Email :</b>	e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification  
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