



Paul Butler Associates

Planning, Development & Heritage Consultants

De Trafford

Phoenix Works

Planning & Heritage Statement

30 November 2020

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
t. 0161 835 3530 | e. pba@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

Professional Planning, Development & Heritage Advisors since 1992.

Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

© Paul Butler Associates Ltd. All Rights Reserved.

Job Number: 19.1372

Project: Phoenix Works

Client: De Trafford

File Name: Planning and Heritage Statement

Document Preparation/Checking Record:

	Name and Qualifications	Position	Date
Prepared by:	Lynsay Ewart BSc (Hons) MSc	Planner	23.11.2020
Checked by:	Tom Flanagan MTCP MRTPI	Director	24.11.2020
Issued by:	Julian Austin BSc MPLAN MRTPI	Principal Planner	25.11.2020

Document Revision Record:

Issue No.	Date	Details of Revisions
II	27.11.2020	Minor amends

Contents

1. Introduction
 2. Site and Surrounding Area
 3. Description of Development
 4. Pre-Application Consultation
 5. Planning Policy Context
 6. Planning Appraisal
 7. Conclusions
-
- Appendix 1: Listed Building Descriptions
- Appendix 2: Construction Management Strategy
- Appendix 3: Local Labour Strategy

1. Introduction

Purpose of this Statement

- 1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates on behalf of the applicant, De Trafford. The statement is submitted in support of a full application in relation to land at Phoenix House, Ellesmere Street, Manchester, M15 4JY.
- 1.2 The application comprises the redevelopment of the site through the demolition of the existing building and construction of a residential led mixed use development comprising 237 residential apartments with commercial floorspace at ground floor.
- 1.3 This planning and heritage statement will provide an overview of the development proposals, summarise the results of the various technical studies and assess the proposals against adopted national and local policy.

Documents submitted with the Planning Application

- 1.4 The planning application is accompanied by a series of drawings prepared by Corstorphine + Wright Architects and the following documents in line with Manchester City Council's validation checklist. The application requirements were also confirmed with Manchester City Council at the pre application stage.

Supporting Documents

- Application form and completed ownership certificates (prepared by Paul Butler Associates)
- Design and Access Statement (prepared by Corstorphine + Wright Architects)

- Planning and Heritage Statement including Blue and Green Infrastructure Statement and Affordable Housing Statement (prepared by Paul Butler Associates)
- Statement of Community Involvement (prepared by Paul Butler Associates)
- Tall Buildings Statement (prepared by Paul Butler Associates)
- Landscape Plans and Strategy (prepared by DEP)
- Ecology Assessment (prepared by Rachel Hacking Ecology)
- Arboricultural Survey (prepared by DEP)
- Transport Statement (prepared by Axis)
- Travel Plan (prepared by Axis)
- Noise Impact Assessment (prepared by Ensafe Consultants)
- Air Quality Assessment (prepared by Redmore Environmental)
- Wind Assessment Report (prepared by RWDI)
- Daylight and Sunlight Report (prepared by GIA)
- Phase 1 Geo Environmental Report (prepared by WSP)
- Flood Risk and Drainage Strategy Report (prepared by WSP)
- Environmental Standards Statement and BREEAM Pre Assessment (prepared by Watt Energy Consulting and Engineers)
- Crime Impact Statement (prepared by Greater Manchester Police)
- Waste Management Strategy (prepared by Axis)
- Archaeological Desk Based Assessment (prepared by Archaeological Research Services)
- TV Reception Survey (prepared by Astbury)

- Demolition Method Statement (prepared by De Trafford / Rhodar)

Environmental Impact Assessment

- 1.5 The development is not considered to be Environmental Impact Assessment (EIA) development. Paul Butler Associates wrote to Manchester City Council (MCC) on 08 October 2020 requesting an EIA screening opinion in accordance with Section 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. A formal written response was received from the Council on 27 November 2020 confirming that an EIA was not required.

Structure of this Statement

- 1.6 The remainder of this statement is structured as follows:
- Section 2 provides a description of the site and surrounding area including a review of the planning history and surrounding sites of interest;
 - Section 3 presents the proposed development for which planning permission is sought;
 - Section 4 outlines the pre-application consultation undertaken with the local community, stakeholders and the local planning authority;
 - Section 5 sets out the planning policy framework relevant to the site and the proposed development;
 - Section 6 provides an assessment of the scheme against the development plan and other material planning considerations; and
 - Section 7 provides a summary of the overall case for granting planning consent.

2. Site and Surrounding Area

Application Site

- 2.1 The application site is relates to a building known as Phoenix House. The site is bounded by Ellesmere Street to the north, Bentinck Street to the east and Cawdor Street runs along the back of Phoenix House through the centre of the site. The latter two streets form a 'dead end' with no through route possible. To the east, the site is bounded by the 'Roof Gardens' development which was completed in 2018 by De Trafford. To the south of the site is the De Trafford 'Sky Gardens' development which has commenced on site and comprises 174 new dwellings within a 13 storey building fronting Chester Road. Land to the west of the site is proposed to be developed with De Trafford's 'Gallery Gardens' scheme, a residential led development with 366 new dwellings which has a resolution to approve subject to the signing of a Section 106.



Figure 2.1: Aerial view of the site (outlined in red)

- 2.2 North of the site is Britannia Mill which has been converted to residential use, this is adjoined to the east by Talbot Mill where permission has been granted for its conversion and extension to residential use.
- 2.3 The site has a rectangular shape and accommodates the Phoenix House building which fronts onto Ellesmere Street. The site was first developed in the 1860's with housing development required to cater to Hulme's population boom. Historic mapping shows the site was previously densely developed with terraced dwellings in 1932, however mapping from 1948 shows that a large portion of the site and surrounding land had been cleared, which is understood to have been due to World War Two bomb damage (see figures 2.2 and 2.3). By 1963, the site was developed with the commercial 'works' building which stands today. More recently the building has been in use by various businesses including workshops and an art gallery. The site is currently in use by De Trafford to facilitate their other developments in the locality with the Phoenix House building providing contractors facilities and offices, and the area of land to the rear providing a contractors compound.



Figure 2.2: 1932 Map (source; Groundsure)

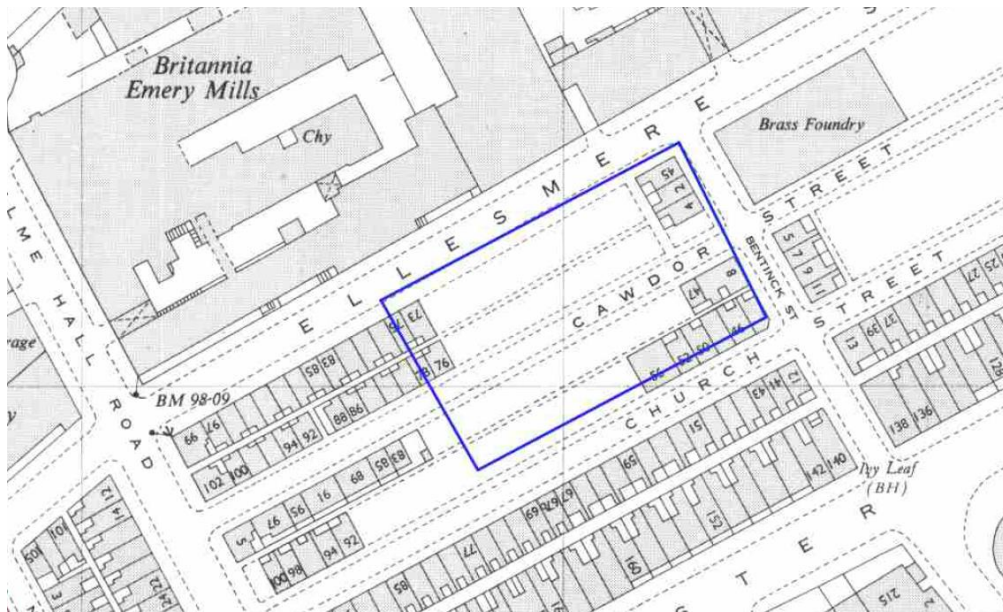


Figure 2.3: 1948-1951 map (source; Groundsure)

- 2.4 The Phoenix House building is of no architectural or historic merit, and has fallen into disrepair. The site in general is poorly maintained with limited visual quality.



Figure 2.4: View of Phoenix House from Ellesmere Street.

2.5 The Site is accessed from Ellesmere Street via Hulme Hall Road (off Chester Road). Chester Road is a major arterial route linking Manchester City Centre with Trafford Park Industrial Estate and Salford Quays. Chester Road is well served by buses, whilst the application site is also accessible by other modes of public transport including Metrolink. The site is within walking and cycling distance of the core City Centre, and the University area centred on Oxford Road.

2.6 The topography of the site is flat and it is located entirely within Flood Zone 1 (lowest risk of flooding). The site area measures approximately 0.24 hectares.

Application Site Planning History

2.7 In accordance with best practice, research of the site's planning history has been undertaken using Manchester City Councils' online Public Access System. The applications that are of relevance to this planning application are set out in table 2.1 below.

Reference number and Site Location	Description of proposal	Decision
056519/OO/CITY3/99	Erection of a building with retail/showroom at ground floor and office above and car parking.	Approved 02 Nov 1999
104837/FO/2014/C1	Use of land as a temporary community garden, including installation of surface treatment, timber decked area and planters.	Approved 15 Apr 2014
063145/OO/CITY3/01	Construction of office development after demolition of existing buildings	Not proceeded with 20 Dec 2001

Table 2.1: Site application planning history

2.8 The above planning history has no bearing for the proposed development, but has been included for completeness.

Surrounding Area

- 2.9 The Site is located in a highly sustainable and accessible location due to its proximity to services and facilities within Manchester City Centre and choice of high quality public transport links, including Cornbrook Metrolink station, within a short walking distance of the site.
- 2.10 The site is located just beyond the south west boundary of the Castlefield Conservation Area (Ellesmere Street forms the boundary). The Site is also located in close proximity to a series of listed buildings including Albert Mill on Ellesmere Street (Grade II listed), the former Turville Public House / Insitu building (Grade II listed) on the corner of Ellesmere Street and Chester Road, the Railway Bridge over the canal (Grade II listed), the Church of St George on Chester Road (Grade II* listed) and 215-219 Chester Road (Grade II listed).
- 2.11 Historically, the area saw significant development with the industrialisation of Manchester. In the mid-late 19th century two storey terraced housing was built on land between Ellesmere Street and Chester Road to house workers of the textile mills. The Church of St George was built in the late 1820's (restored in 1884) to serve the local resident population. Due to a demise in the mill's production and activity, the terraced housing was demolished in the 1950/60's which allowed for more modern industrial / commercial development to exist on the north side of Chester Road.
- 2.12 Over time, the area's importance as a place for employment uses has been reduced. More recently and reflecting Manchester's position at the forefront of city centre living over the last 20-30 years, redundant Mill buildings close to the application site have been converted into residential use and a number of cleared sites have seen new buildings created for residential use.
- 2.13 The mills in the area that remain today have a scale of footprint and massing that has contributed to establishing an urban character that provides the positive context for more recent developments through reuse of buildings and new build schemes. New residential

development schemes include Moho, Burton Place, Timber Wharf and St George's Island; whilst Britannia Mill, Albert Mill and the Church of St George have been successfully converted to apartments and commercial uses.

- 2.14 In recent years, De Trafford have been at the forefront of regeneration activity in the immediate area having secured planning permission and implemented 'Roof Gardens' at 1 Ellesmere Street, 'Sky Gardens' on Bentinck Street, 'City Gardens' on Chester Road, 'St Georges Gardens' on Arundel Street, and having a resolution to approve subject to the signing of a Section 106 for 'Gallery Gardens' at the junction of Chester Road and Hulme Hall Road which combine with this proposed scheme to form the Masterplan. In addition De Trafford have also secured planning permission for 'No. 1 Castlefield' on Ellesmere Street. These redevelopment schemes will be fundamental in the transformation of this key gateway into the City Centre, taking advantage of its highly sustainable location.
- 2.15 Table 2.2 below gives an overview of De Trafford development in the area, with some under construction, 'St Georges Gardens' nearing completion, and 'Roof Gardens' completed and occupied.

Application Details	Site Location	CGI of Development
'Roof Gardens' 098216/FO/2011/C 1 71 dwellings with associated car parking and amenity space. Approved 29/05/12.		
'Sky Gardens' 115211/FO/2017 174 dwellings, 4 commercial units, associated car parking and landscaped public square. Approved 30/05/17		

Application Details	Site Location	CGI of Development
'City Gardens' 114961/FO/2017 109 dwellings, with associated car parking and public realm. Approved 05/05/17		
'No. 1 Castlefield' 13473/FO/2016 419 apartments, commercial/leisure floorspace with car/cycle parking, landscape and ancillary works. Approved 13/07/18		
'St Georges Gardens' (Block E) 115087/FO/2017 59 dwellings, one commercial unit, car parking and public realm. Approved 2/05/17.		

Application Details	Site Location	CGI of Development
'St Georges Gardens' Block E2 116881/FO/2017 79 dwellings, car parking and public realm Approved 14/12/2017.		
'Gallery Gardens' 124302/FO/2019 366 dwellings, commercial floorspace, parking and public realm. Resolution to approve subject to the signing of a Section 106 at planning committee in April 2020		

Table 2.2: De Trafford planning applications in the immediate area surrounding the site.

3. Description of Development

The Proposed Scheme

- 3.1 The applicant seeks full planning permission to provide a residential-led mixed use development at the site of the Phoenix House building on Ellesmere Street. The full description of development for which planning permission is sought is as follows:

The demolition of the existing building on site and the erection of a residential-led mixed use development within a part 11, part 13 storey building. The development consists of 237 residential units (Use Class C3); 338 sqm of commercial floorspace (Use Class E); associated car and cycle parking at ground floor; extensive public realm and landscaping; access and servicing arrangements and other associated works.

- 3.2 The application scheme is the final component of the De Trafford Masterplan. The proposed building will be centred around two central private resident's courtyard areas, reflecting the typical courtyard layout of industrial mill complexes in the Castlefield area. Private and shared residents' terraces will be provided across levels 9 to 11, whilst the south east corner of the site will provide a landscaped public square.

- 3.3 The frontage onto Ellesmere Street will reach 11 storeys, with the frontage to the newly created Spinner's Way extending to 13 storeys. 338 sqm of commercial floorspace will be located at ground floor, together with 23 no duplex townhouses. The remainder of the residential accommodation, comprising of 1 and 2 bed apartments, will be provided across the upper floors. Overall, the accommodation mix of the 237 dwellings is as follows:

- 23x two bed townhouses
- 80x one bed apartments
- 122x two bed apartments
- 12x two bed duplex apartments

- 3.4 Vehicular access into the site will be provided from the newly created Spinners Way which provides a route through the centre of the Masterplan area. The ground floor level will contain 11 off-road car parking spaces and a secure cycle store for 237 spaces. The bin store and associated mechanical and electrical plant will also be located at ground floor.
- 3.5 The proposed materiality takes influence from the surrounding context and the area's industrial heritage. To the outward facing elevations, materials will include bronze cladding and pleated sandstone / concrete. Materiality to the inward facing elevations seeks to create a sense of warmth and involves glazed terracotta, anodized aluminium and timber.
- 3.6 The design concept for the scheme has been largely shaped by three ideas which focus on residential amenity and creating high quality city centre living:
- **Well-being:** The design involves extensive landscaping and naturalistic planting including an urban forest and rain gardens to provide contact with nature and moving water. Planting will also be proposed to the external circulation areas, providing growing spaces for herbs and plants. Private and communal terraces will be provided on the 9th to the 11th floors. All apartments will be dual aspect to ensure adequate ventilation and daylight to the properties, whilst also creating passive observation over the courtyard and street providing enhanced natural surveillance.
 - **Sense of community:** The scheme tackles issues of loneliness - which is particularly associated with city centre living – by encouraging social interaction through design. The scheme proposes stoops and seating areas off the garden and courtyard walkways, as well as stable doors which will enhance connectivity between private resident's homes and the communal areas. Communal terraces will also create further opportunities for interaction between residents.
 - **Working from home:** In response to the COVID 19 pandemic and the massive shift to working from home, the scheme proposes dedicated work spaces within each apartment. These comprise projecting glazed bays which will receive good access

to natural light and can be shut off at the end of the working day to allow work – home separation.

Summary

3.7 The scheme has been developed through extensive consultation with Manchester City Council and the local community, as well as key stakeholders including Greater Manchester Police and Places Matter (Design Review). The scheme will deliver a range of benefits, including:

- The construction of a high quality development that makes efficient use of an under-utilised brownfield site, providing significant improvements to the visual amenity of the area.
- Responds to an identified housing need in the Manchester City Council Core Strategy and emerging Greater Manchester Spatial Framework.
- Relieves pressure to build on potentially more valuable / sensitive greenfield sites.
- The introduction of an active frontage at street level and a landscaped public square which will contribute positively to the creation of a successful public realm.
- Successfully incorporates extensive planting and greenery into the scheme which will have benefits for residential amenity and well-being, design and biodiversity.
- The mix of uses proposed and provision of active commercial use at ground floor will enhance the vitality of the area and help to create a sense of place.
- Strengthen this part of Hulme as a vibrant and sustainable community within the city centre.

- Provide an appropriate density of development in a highly accessible location encouraging the use of sustainable forms of transport.

4. Pre-Application consultation

Overview

- 4.1 Pre-application discussions have played an important role in shaping the design of the proposed development. Paragraphs 39-42 of the National Planning Policy Framework sets out the benefits of early engagement, including consideration of all fundamental issues associated with a proposal, which enables timely decisions to be made and reduces costs / delays to the applicant; and, enables agreement on the information required to accompany an application. The design team's consultation strategy has been guided by the Council's Statement of Community Involvement, along with pre application discussions with Council officers.
- 4.2 Prior to the application submission, the Design Team met with MCC planning officers on three occasions over a 10 month period to discuss the emerging proposals for the site. Presentations were made to Places Matter! North West Design Panel on 19 August 2020. In addition, the scheme was also presented to the local community via an online webinar on 14th October (a face to face event was not possible due to the Covid 19 pandemic), which was also subsequently viewable online with questions / comments welcomed.
- 4.3 A Statement of Community Involvement has been submitted as part of the application, detailing how feedback was sought and how the views and feedback have been taken into account within the final design proposals for the site.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed development, and which provides the context for its assessment, is set out within national and local planning policy guidance.

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Guidance

Planning and Compulsory Purchase Act 2004

5.2 Section 38(6) of this Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications. In this instance the development plan is the Manchester Development Plan (comprising of the Manchester Core Strategy Development Plan, Saved Policies of the Unitary Development Plan for Manchester and Supplementary Planning Documents).

Planning (Listed Buildings and Conservation Areas) Act 1990

5.3 In considering the proposal, Manchester City Council are required to have special regard to the desirability of preserving the setting of any affected listed buildings (Section 66, Planning [Listed Buildings and Conservation Areas] Act 1990). Similarly, for any development affecting Conservation Areas, special attention will be given to the desirability of preserving or enhancing the character or appearance of the area, including its setting (Section 72, Planning [Listed Buildings and Conservation Areas] Act 1990).

Historic England's Good Practice Advice Note 2: Managing Significance in Decision-Taking in the Historic Environment

- 5.4 Advice Note 2 was published in March 2015, and seeks to provide information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing the NPPF's historic environment policy. The document contains useful information in terms of assessing the significance of heritage assets.

Historic England Historic Environment Good Practice in Planning Note 3: The Setting of Heritage Assets (Second Edition, 2017)

- 5.5 Published in 2017, this document provides guidance for managing change within the setting of heritage assets, including historic Sites, areas and landscapes.

Historic England Technical Advice Note 2: Making Changes to Heritage Assets

- 5.6 Published in February 2016, this advice note illustrates the application of the policies set out in the NPPF in determining applications for planning permission and listed building consent.

Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets

- 5.7 This Guidance was published in October 2019 and covers the National Planning Policy Framework requirement for applicants for heritage and other consents to describe heritage significance to help local planning authorities to make decisions on the impact of proposals for change to heritage assets.

National Planning Policy Framework (NPPF)

- 5.8 The updated National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.
- 5.9 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:
- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
 - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.10 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.11 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and

implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Delivering a sufficient supply of homes (Chapter 5) - paragraph 59 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, taking into account both local business needs

and wider opportunities for development. This section also recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

Promoting healthy communities (Chapter 8) - the planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making effective use of land (Chapter 11) - the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 118 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 122 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

'a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.'

Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 127 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.

- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

Paragraphs 128-129 stress the importance of pre-application discussions with the community and local planning authority in the design process, stating that applicants should work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in the design of the new development should be looked upon more favourably.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - in determining planning applications, local planning authorities should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 153). New development will need to be planned to avoid increased vulnerability to the range of impacts arising from climate change.

Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

Conserving and enhancing the historic environment (Chapter 16) - the NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 189 that 'In determining applications, local planning authorities should require an

applicant to describe the significance of any heritage assets affected, including any contribution made by their setting'.

'Significance' is defined by Annex 2: 'Glossary of NPPF' as: 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'. 'Setting of a heritage asset' is also defined by Annex 2 as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

Paragraph 190 of the NPPF advises that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.

Paragraph 193 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional. Substantial harm to or loss of the highest significance (including grade I and II* listed buildings), should be wholly exceptional.

Paragraph 195 advises that 'Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse

consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss'.

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

Paragraph 197 states '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 affect directly or indirectly 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'.

Decision taking - guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 54 - 57 of the NPPF provide advice on the use of planning conditions and obligations. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other aspects. Agreeing conditions early is recommended and it is also stated that pre-commencement conditions should be avoided, unless there is a clear justification.

Reaffirming the legislation in the Community Infrastructure Levy Regulations, paragraph 56 advises that planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

Planning Practice Guidance

The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the redevelopment of the Application Site.

Local Planning Policy Guidance

Development Plan for Manchester

5.12 The Development Plan for Manchester comprises the following documents:

- Manchester Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995);
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007);
- Manchester Residential Quality Guidance (2016);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (September 2008); and,
- Design for Access 2 (December 2003).

Manchester Core Strategy Development Plan Document (July 2012)

- 5.13 The Core Strategy, adopted in July 2012, sets out the long term strategic policies for Manchester's future development. The site is located within St Georges, an area of the City Centre which has seen an increase in residential development over the last 20-30 years. The Core Strategy recognises some of the key challenges facing the City Centre including: increasing the provision of sites for economic development, improving the area as a residential location, and improving quality and access to open space.
- 5.14 Core Strategy objectives and policies of particular relevance to the proposed scheme include:
- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.
 - Spatial Objectives SO2 'Economy' sets out that the Regional Centre will continue to be the main focus for development, to further its role as a main employment location and primary economic driver of the City region.
 - Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
 - Spatial Objective SO15 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.
 - Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

- Policy SP 1 'Spatial Principles' states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living; and, that development should aid the creation of neighbourhoods of choice by creating well designed places that enhance or create character; protect and enhance the built and natural environment; minimise emissions and reuse previously developed land wherever possible; and, improve access to jobs and open space.
- EC 1 'Employment and Economic Growth in Manchester' states that employment and economic growth will be focussed in the Regional Centre and the established commercial core of the City Region. Between 2010 and 2027 the City Centre will provide 33 hectares of employment land.
- EC 3 'The Regional Centre' states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged; and, that housing including high density residential development will also be an appropriate use in the Regional Centre.
- CC 1 'Primary Economic Development Focus: City Centre and Fringe' states that a range of uses, such as retail and leisure, will be encouraged in the City Centre.
- Policy CC 2 'Retail' states that the Council will promote the growth and improvement of retail provision in the City Centre.
- CC 3 'Housing' states that the City Centre is expected to provide a minimum of 16,500 new units from 2010-2027, with Castlefield identified as a key location for residential development.
- CC 5 'Transport' states that proposals will be supported that increase the scope for accessible public realm improvements; and, that the Council will seek to ensure that development includes adequate parking provision.

- CC 6 'City Centre High Density Development' states that City Centre development will generally be high-density to maximise the efficient use of land; and, the scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.
- CC 7 'Mixed Use Development' states that the City Centre presents the most viable opportunity for mixed-use development. Active ground floor uses will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
- CC 8 'Change and Renewal' states that the approach to development and redevelopment in the City Centre will be to welcome large-scale schemes.
- CC 9 'Design and Heritage' states that new buildings should be of the highest standards in terms of their appearance and function; that development in the City Centre should preserve or enhance heritage assets including listed buildings and conservation areas; and, that the Council will support high density and mixed use development in the City Centre.
- CC 10 'A Place for Everyone' states that the City Centre will develop as a location which appeals to a wide range of residents/visitors, including uses that increase diversity of activity and high standards of accessibility to buildings and spaces.
- Policy H 1 'Overall Housing Provision' states that high density developments (over 75 units per hectare) are appropriate in the City Centre given its accessible location; and, there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives and provide sustainable/well-designed accommodation that meets the needs of workers moving to Manchester. New residential development should take account of the need to: contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population; support growth of previously developed sites in

sustainable locations; provide a design and density that contributes to the character of the local area; make provision for useable amenity space (i.e. balconies and shared open spaces), provide for parking cars and bicycles, and the need for appropriate levels of insulation; address any existing deficiencies in green infrastructure; prioritise sites that are in close proximity to centres and public transport routes; and, be designed to give privacy to both its residents and neighbours.

- H 8 'Affordable Housing' states that residential development of more than 15 units will be required to contribute to the 20% target for new housing provision to be affordable, unless there are circumstances where an exemption should apply.
- Policy T 1 'Sustainable Transport' states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- Policy T 2 'Accessible Areas of Opportunity and Need' seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.
- Policy EN 1 'Design Principles and Strategic Character Areas' sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes. In the City Centre, consideration should be given to the City's heritage; there will be opportunities to create landmark buildings and contribute to the experience at street level; and, the opportunity should be realised to create new areas of open space and improve permeability.
- Policy EN 2 'Tall Buildings' states that tall buildings will be supported where it can be demonstrated that they: are of an excellent design quality; are appropriately located;

contribute positively to sustainability; contribute positively to place making; and, will bring significant regeneration benefits.

- Policy EN 3 'Heritage' states that new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Policy EN 6 'Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies' requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.
- Policy EN 8 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- Policy EN 9 'Green Infrastructure' states that the Council will encourage developers to enhance the quality/quantity of green infrastructure, which will include green spaces, green roofs and tree planting.
- Policy EN 14 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; and, that new development should minimise surface water run-off.
- Policy EN 15 'Biodiversity and Geological Conservation' states that new development will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

- Policy EN 16 'Air Quality' states that developers should take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- Policy EN 17 'Water Quality' states that development should avoid any adverse impact on water quality, and minimise surface water run-off and ground water contamination.
- Policy EN 18 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy PA 1 'Developer Contributions' states that where needs arise the Council will seek to secure planning obligations, which will relate to the form of development and its current impact upon the surrounding area.
- Policy DM 1 'Development Management': sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation and external amenity space; refuse storage and collection; vehicular access and car parking; effects relating to biodiversity, landscape, archaeological or built heritage; green infrastructure including open space; new residential development to meet as a minimum Code for Sustainable Homes Code Level 4, and for new commercial development to include the application of BREEAM.

5.15 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

5.16 The UDP was superseded by the Core Strategy. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- Policy E3.3 'To Enhance the City's Environment' identifies the need to upgrade the appearance of the City's major radial routes, through encouraging new development of the highest quality.
- RC20 Area 28 'St George's' promotes leisure, recreation and housing development and seeks to improve accessibility to and within the area for vehicles, cyclists and pedestrians and enhancing the area's environment and image.
- Policy DC7 'New Housing Development' seeks to ensure that new housing is accessible at ground floor level for disabled people where this is practicable.
- Policy DC14 'Shop Fronts and Related Signs' seeks to ensure that the frontages and signage of commercial premises are in keeping with the character of the building and the surrounding area.
- Policy DC18 'Conservation Areas' states that the Council will seek to preserve and enhance the character of its designated conservation areas.
- Policy DC19 'Listed Buildings' seeks to ensure that development does not have a detrimental impact upon the setting of listed buildings.
- Policy DC20 'Archaeology' states that the Council will give careful consideration to development proposals which affect sites of archaeological interest.

- Policy DC26 'Development and Noise' aims to minimise the adverse impact of noise on noise-sensitive developments.

5.17 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the saved UDP policies listed above.

Guide to Development in Manchester Supplementary Planning Document 2007 (SPD)

5.18 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that everyone wants to see in Manchester. The sections of the guide that have been considered in the development of the proposed scheme include:

- Section 1 'Creating a Sense of Place' aims to encourage the creation of places which are welcoming, inclusive, neighbourly, interesting and attractive.
- Section 2 'Design' provides guidance under 7 key principles recognised as being urban design characteristics which together create successful places.
- Section 3 'Accessibility' sets out design principles that will help to achieve accessible development and makes reference to the guidance document 'Design for Access 2' which provides detailed information on design standards.
- Section 4 'Environmental Standards' considers energy efficiency, the use of renewable energy and water and waste management.
- Section 6 'Parking Guidelines' promotes the sensitive location of car parking and secure cycle parking.
- Section 8 'Community Safety and Crime Prevention' promotes a safer environment.

- 5.19 The proposed redevelopment scheme has been designed in accordance with the design guidance outlined within this document.

Providing for Housing Choice Supplementary Planning Document 2008 (SPD)

- 5.20 This document provides guidance about the mix of housing provision required in Manchester to ensure everyone living in the City has the opportunity of a decent, affordable and accessible home and that the range of available housing supports economic growth and sustains neighbourhoods, attracting families and workers.

Manchester Residential Quality Guidance

- 5.21 The Manchester Residential Quality Guidance was adopted following the meeting of the Council's Executive Committee on 14 December 2016. The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Design for Access 2 (2003)

- 5.22 This is the Council's best practice guidance on inclusive design standards. This document has been considered in developing the scheme's design, with regards to internal layout arrangements, access and manoeuvrability, and car parking.

Other Relevant Policy Documents

Manchester City Centre Strategic Plan

- 5.23 This presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the components of the City Centre and recognises the key role of the City Centre in providing a positive image and framework for inward investment. It explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region. The application site falls within the area designated as Castlefield. The key priorities for this area include the improvement of the existing public realm and the improvement of the area's residential infrastructure. On 29 July 2015 Manchester City Council's Executive Committee took the decision to approve a draft new Strategic Plan for the City Centre for the period 2015-2018. Consultation on this document took place in July / August 2015. A further final draft report was returned to the Executive Committee in February 2016 whereupon the document was adopted. The Strategic Plan outlines the position and priorities for each of the city centre's 19 neighbourhoods, and the key infrastructure investments in transport, digital development and waterways that will be crucial to the success of the city centre, underpinning the development in the neighbourhoods. With regards to Castlefield a key priority is to ensure residential development is balanced with the needs of the area.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

- 5.24 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 Castlefield Conservation Area Declaration

- 5.25 Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell. The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character. Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

6. Planning Appraisal

Introduction

- 6.1 It is a requirement of section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The statutory development plan therefore relating to the application site consists of the Manchester City Council Core Strategy (adopted 2012) and the saved policies of the UDP. Material considerations relating to the application site include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents prepared by Manchester City Council.
- 6.3 The remainder of this section will examine the principle of development proposed for this site, followed by an appraisal of the scheme against all other relevant planning and environmental considerations.

The Principle of Development

The Development Plan

- 6.4 The proposed development is considered to be in full compliance with adopted policies of the Core Strategy and Saved UDP. The proposed development would be in a highly accessible location close to existing services, employment opportunities and high quality public transport facilities, significantly reducing the need to travel by private car and thereby contributing to the Core Strategy spatial objective of SO1 (Spatial Principles) which seeks sustainable development that can assist in halting climate change.

- 6.5 The provision of a high quality residential development will fulfil the spatial objectives of SO2 (Economy) and SO3 (Housing). The provision of housing in a sustainable location responds to the identified need in the Core Strategy to significantly increase the supply of housing, with the city centre identified as the primary location to accommodate this growth. The mix of accommodation proposed is appropriate for the edge of Regional Centre location and will specifically provide a form of housing that will attract economically active persons working in the city centre and nearby higher education establishments. This will assist in sustaining the long term economic growth of the city. The scheme will also provide direct economic benefits through construction jobs associated with the construction phase, further assisting the economic growth of the city. The commercial space proposed to the ground floor will also provide employment opportunities and help to facilitate businesses thereby further assisting the economic growth of the city. The proposed development will also assist in delivering substantial investment into the local area through additional funds raised through the New Homes Bonus and Council Tax.
- 6.6 The proposals constitute the redevelopment of previously developed land with much needed housing, thereby representing an efficient use of land and relieving pressure to build on more valuable and potentially less sustainable greenfield locations.
- 6.7 Policy CC3 supports the principle of apartment schemes in the City Centre with Castlefield identified as a key location for accommodating the anticipated growth in housing over the plan period. The proposed development also offers a high standard of accommodation which is large enough to suit a range of occupants in terms of both the number of rooms and their size in accordance with the policy criteria.
- 6.8 Core Strategy policy clearly supports the development of new housing in sustainable locations, with good access to public transport and services. In particular, Policy T2 promotes development that is easily accessible to the city's main economic function and is easily accessible by walking, cycling and public transport. The application site is served by excellent public transport links, amenities and local services and is situated in the highly accessible Hulme / Castlefield area of Manchester city centre. The development will also support the objectives of CC5 (Transport) which seeks to improve the physical connectivity

of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and would reduce reliance on the private car as well as making effective use of the existing public transport infrastructure.

6.9 Policy CC7 recognises that mixed use schemes are an essential part of city centre development, promoting the efficient use of land. The provision of active ground floor commercial uses, coupled with the proposed public square, has the potential to compliment the variety of existing and proposed uses in the locality and will assist in sustaining and enhancing the public realm allowing this part of the city to continue to grow and emerge as a high quality environment for city centre living.

6.10 The existing commercial floorspace on site does not make efficient use of the land, and the building is no longer fit for purpose. The proposed high quality mixed use scheme will maximise the site's development potential and deliver a wealth of planning and regeneration benefits.

National Planning Policy Framework

6.11 Whilst the above demonstrates that the principle of development is acceptable when considered against local planning policy, the NPPF is a material consideration carrying significant weight and as such an assessment of the principle of development against the framework is required.

6.12 The scheme will clearly help meet an identified need for new housing in Manchester. The NPPF outlines a presumption in favour of sustainable development, whereby development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.

- 6.13 Having regard to the adopted policies of the Core Strategy and Saved UDP and paragraph 11 of the NPPF, we consider that the principle of residential development on the site is appropriate. Furthermore, it is also demonstrated that the proposed development constitutes sustainable development when assessed against the policies in the Framework as a whole. There are no other policies in the NPPF that in our view would restrict the development of the site and any adverse impacts of granting planning permission would not significantly or demonstrably outweigh the benefits.
- 6.14 The following section demonstrates that the principle of development is considered to be consistent with the policies in the NPPF, specifically:
- 6.15 Section 6: Building a strong and competitive economy – the proposed development will provide high quality housing on an underused brownfield site representing an efficient use of land. The development will contribute to the wider regeneration of the city enabling the creation of a diverse and sustainable community which will exploit opportunities for the use of sustainable transport modes. The provision of construction jobs during the construction phase will assist in building a strong economy for the future, whilst new residents will sustain the existing (and proposed) commercial uses in the area.
- 6.16 Section 9: Promoting sustainable transport – the highly accessible location will encourage the use of more sustainable forms of transport. The Site is well located in relation to high quality public transport interchanges – Cornbrook metrolink, Deansgate and Oxford Road train stations – thereby reducing the reliance on the private car. The proximity to jobs and services within the Regional Centre will also result in many residents making these journeys on cycle / foot.
- 6.17 Section 11: Making effective use of land – the proposed development makes the most of this ‘brownfield’ plot encouraging multiple benefits from the land. The application promotes and supports the development of under-utilised land and buildings, and meets an identified need for housing in the Regional Centre. Further, the development will be able to maximise

the availability and capacity of infrastructure and services that in turn can promote sustainable travel modes and limit future car use.

- 6.18 Section 12: Achieving well designed places - the development would introduce 237 dwellings within a high density environment contributing to the strategic aims of Manchester City Council. Furthermore, the scheme will contribute to place-making and creating an attractive public realm through the extensive landscaping and proposed public square fronting onto the newly created Spinners Way.

Dwelling density, size and mix

- 6.19 The site is situated within the City Centre and Regional Centre. Core Strategy policies CC 6 and EC 3 expect a higher density of development in the city centre to maximise efficiency in the use of the land. The development proposes a density of development that is commensurate with surrounding developments. The development responds positively to the location and design of surrounding buildings and spaces to create a coherency in form and structure, together with an established and coherent street pattern.

- 6.20 In terms of dwelling mix, the proposed mix of dwellings is proposed:

- 1 bedroom: 80 units
- 2 bedroom: 157 units

- 6.21 The proposed accommodation would appeal to a range of occupiers including young professionals, key workers, couples, families as well as elderly residents. The range of accommodation proposed responds to the needs of a rapidly growing city centre, facilitating the creation of a sustainable, balanced community in accordance with Policy SP1 Spatial Principles. The dwelling mix proposed reflects the current market demand in the city centre for apartment living.

Detailed Design

- 6.22 The application scheme presents a well-designed, functional, attractive and sustainable form of development that has evolved through a process of design review with internal and external stakeholders. The design aspects of the scheme are considered in further detail in the Design and Access Statement prepared by Corstorphine + Wright and the Tall Buildings Statement prepared by Paul Butler Associates.

Impact on heritage assets and their settings

- 6.23 The site is located in an area of the City that is of archaeological interest. An Archaeological Desk Based Assessment has been prepared by Archaeological Research Services and is submitted in support of the application. This report suggests there is medium potential for below ground remains to survive within the site boundary, and therefore recommends further investigation by way of targeted trial trenching.
- 6.24 The application site is also located in close proximity to a number of 'Designated Heritage Assets' as defined by Annex 2 of the NPPF. This section provides an assessment of the impact of the proposals on heritage assets within a 250m radius of the application site. These heritage assets include: the grade II listed Albert Mill; grade II listed 215-219 Chester Road; the grade II listed former Turville Public House; grade II* listed Church of St George and its grade II walls, gate and piers; the grade II listed Railway Bridge over Canal; and the Castlefield Conservation Area. The potential impact of the scheme on these heritage assets was considered from the outset, in order to ensure that the scheme would not have an adverse impact but rather complement and enhance their setting.
- 6.25 The Historic England listing descriptions are included in Appendix 1 of this statement.

Impact on Listed Buildings

Grade II Albert Mill

- 6.26 Albert Mill was originally a cotton mill but has more recently been converted to residential / commercial use. The mill was built in 1869 and listed grade II on 6 June 1994. It comprises red brick with sandstone dressings and is 4 storeys in height with a basement. The principal elevation is the long left return façade to Ellesmere Street with projecting staircase/ hoist/latrine towers at each end.
- 6.27 The mill is located approximately 65m to the west of the site on the northwest side of the Hulme Hall Road and Ellesmere Street junction. The mill was built to form part of a busy industrial setting, and to this day it remains set within an area defined by a dense urban grain. The application building is visible within views of Albert Mills when looking both east and west along Ellesmere Street. The poor visual quality of Phoenix House detracts from the setting of Albert Mill. The proposed scheme has been designed to respond to the area's industrial heritage, taking cues from traditional mill buildings through the warm tones of the proposed materiality, together with the regularity of the proposed fenestration arrangement which responds to established rhythm of the historic frontage of Albert Mill. The scale and massing of the proposed scheme is considered appropriate, and ensures not to create an over-dominant structure which may overwhelm or detract from the setting of the Albert Mill building.
- 6.28 The site in its existing form is of poor visual quality and has a negative affect on the surrounding environment. Therefore, the proposed redevelopment of the site with a high quality designed building which responds the heritage significance of its context, is considered to have a positive impact on the setting of Albert Mill.

Grade II 215 - 219 Chester Road

- 6.29 The Listed Building comprises a row of three late Georgian terraced properties, built c.1800, and listed on 3 October 1974 (Ref: 1208634). The building comprises red brick with hipped slate roof and is 2 storeys in height with cellars. The Listing notes several features including the symmetrical window arrangement, round headed doorways, open pedimented doorcases, cellar windows, and tall windows to main floors. The Listing also notes that at the time of survey, all openings were boarded, original chimneys had been removed, and the rear remodelled. Since this Listing was written, the terrace appears to have been brought back in to use as offices, and is now known as St George's House.
- 6.30 The Listed Building is located on the southern side of Chester Road, a key vehicle approach to Manchester City Centre. At its closest point, the application site is approximately 50m from the listed terrace. It fronts Chester Road with its sides and rear being more utilitarian and not designed to impose any kind of presence on the immediate environment. The building is not associated with any particular setting: it was not designed to be part of, for example, any landscaped grounds; and, in today's setting it represents a modest, well-mannered building for Chester Road rather than something intended to be 'iconic'. Today, it is seen against a variety of buildings, including in the near distance the 14 storey 1960's tower blocks.
- 6.31 The principal elevation of the listed terrace is the front elevation, and views of this from Chester Road will not be impacted by the proposed development. Whilst there is potential for the proposed development to share north-easterly or south-westerly views of the listed terrace taken along Chester Road, this will be to a backdrop of other existing and proposed tall buildings, not least the 'Sky Gardens', 'City Gardens', and 'Glenbrook' developments which are currently under construction / complete, as well as the Deansgate Square towers to the north.

Grade II Former Turville Public House

- 6.32 The building is located approximately 200m to the west of the application site located on the southern side of Ellesmere Street. This distinctive building was built as a public house probably c. 1870. It comprises red brick with sandstone dressings under a slate roof and was grade II listed on 6 June 1994. The building has a triangular plan form and was designed to fit in with and provide a townscape function to the meeting of two roads at this point: Ellesmere Street and Chester Road. The building is set at back of pavement and is not associated with a setting, nor is a setting referred to within the listed building description.
- 6.33 The proposed development would not be read within the same context as the listed public house by virtue of the separation distance, and the intervening Trilogy development. Therefore the development will have no impact on the setting of the Former Turville Public House.

Grade II Church of St George*

- 6.34 Designed by Francis Goodwin and built 1826 –1828, restored by J.S. Crowther in 1884. Built from sandstone in the Gothic Perpendicular style. It has ornate architectural detailing, a tall west tower with octagonal traceried pinnacles with embattled tops and crocketed spirelets. The church was converted to private residential accommodation in around 2000, prior to which it lay empty.
- 6.35 The Listed Building is located to the north of Chester Road on a key northbound approach into the city, and approximately 140m from the development site. Principal views of the Church can be seen from Deansgate Interchange, and north-eastern sections of Chester Road and Ellesmere Street that are in proximity to the Church. The Church's setting is very much limited to the grassed grounds in which it sits, as beyond this the Church is read against a context of buildings of various styles, age and scale as well as major transport infrastructure including Deansgate Interchange.

6.36 As a result of intervening form, including 'Roof Gardens', 'Sky Gardens', 'City Gardens' and 'St Georges Gardens' developments, the proposed development will be largely obscured within any views of the Church. Glimpses of the upper floors of the proposed development may be visible in some views of the Church beyond 'Roof Gardens', however these views would be recessive, and also within an existing context of tall building development.

6.37 Overall the proposed scheme would have a neutral impact on the setting of the listed church.

Grade II Churchyard walls, gate piers and gates at Church of St George

6.38 Probably constructed at same time as Church (1826-8) by Francis Goodwin. The listing includes the 'dwarf' sandstone ashlar walls and piers, cast-iron gates. Walls occupy north, west and south sides, and part of east side of churchyard.

6.39 The proposed scheme will have no effect on the setting of the walls, piers, and gates of the Church of St George. This structure demarcates the listed church's site, thereby becoming part of its setting. This was how these structures were designed to be read, and there is no relationship – visual or otherwise – between these structures and the development site. The proposed scheme will not impact upon the significance of this asset.

Grade II Railway Bridge over the Canal

6.40 The listed railway bridge over the canal is the east one of the two bridges at SJ 824 972. The Historic England listing record describes this as probably c.1850, similar to railway bridges in the viaduct included under Deansgate.

6.41 The bridge is approximately 190m west from the application site at its closest point, and is primarily viewed from the canal towpath. Whilst in places the viaduct acts as a physical, visual, and psychological barrier, they were designed and engineered to be read as part of a busy industrial City, not as prominent features in their own right. The proposed

development is significantly removed from the bridge, and so any glimpses of it, would be in the context of an already dense urban environment. The proposals will therefore have no significant impact on the bridge's setting, nor its significance.

Castlefield Conservation Area

- 6.42 The application site is not located within a conservation area, but it borders the Castlefield Conservation Area and therefore has some potential to impact on the setting of this designated heritage asset. The impact of the proposed development on the conservation area is considered to be wholly positive.
- 6.43 As previously noted, the site in its existing form is of poor visual appeal and detracts from the surrounding townscape thereby having a negative impact on the setting of the adjacent conservation area. The development will replace the existing industrial building on the site with a high quality residential led development. The proposed development will greatly enhance the visual quality of the site, whilst the proposed materiality, detailing, and layout of the proposed scheme sensitively responds to the industrial heritage which defines Castlefield Conservation Area.
- 6.44 The high quality design which has considered the setting of nearby listed buildings and the character / appearance of the Castlefield Conservation Area, as well as the significant improvement in the appearance of the application site, ensures that the policy requirements of section 12 of the NPPF, CS policies CC9 and EN3, and saved UDP policies DC18, DC19 and DC20 are met.

Accessibility and the Transport Network

Access for All

- 6.45 Please refer to the Design and Access Statement prepared by Corstorphine + Wright Architects for a full description of how the scheme achieves access for all.

Highways Impact

- 6.46 A Transport Statement (TS) has been prepared by Axis and is submitted as part of this planning application. The Statement assesses the accessibility of the site, the suitability of the access arrangements and the parking and traffic impact associated with the proposed development.
- 6.47 The TS confirms that the site is considered to have excellent accessibility by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure and there are a number of public transport opportunities within acceptable walking distance of the site. A total of 11 car parking spaces are proposed, of which 1 (9%) will be accessible and 2 (18%) will be electric vehicle charging bays (EVCs). The car park would be accessed by a secure 'key fob' priority-controlled entry off Spinners Way. Swept path analysis has been undertaken to demonstrate that a large car can successfully access and egress all the spaces within the site without encroaching onto nearby bays, and therefore all spaces are accessible at any one time. The TS concludes from a review of policy, the site's accessibility by non-car modes of transport and the car parking provision approved at other similar city centre developments, that the proposed parking provision is appropriate. There will be provision for 100% secure cycle storage.
- 6.48 Servicing and deliveries for the development would take place from Spinners Way, which is the optimum arrangement since this street will be lightly trafficked. Swept path analysis has also been undertaken to demonstrate that a large refuse vehicle can satisfactorily manoeuvre in Spinners Way to service the site. A review of the TRICS database has demonstrated that the development would generate some 6 two-way vehicle movements in the AM peak hour (08:00-09:00) and 5 two way vehicle movements in the PM peak hour (17:00-18:00). The TS confirms that the predicted trip generation is considered to have an imperceptible impact upon the local highway network.

Encouraging Sustainable Travel

- 6.49 Axis have also produced a Framework Travel Plan (TP) that contains a package of measures aimed at promoting greener, cleaner travel choices and reducing single occupancy private car use. The first of these measures will consist of Resident Travel Information Packs, which will be prepared and issued upon first occupation of the scheme. The travel packs will include information on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport; personal travel initiatives; maps showing local walking / cycling routes and places of interest; details of public transport services and details of the Travel Plan co-ordinator.
- 6.50 Additional measures include those aimed at encouraging walking, cycling and use of public transport. These measures are set out in detail in the TP.
- 6.51 The submitted TS and TP demonstrate that the scheme accords with the transport requirements of the NPPF, policy T2 of the Core Strategy and section 3 'Accessibility' of the Guide to development in Manchester SPD.

Residential Amenity

- 6.52 With regards to the scheme's potential impact on residential amenity, two principal issues require consideration; whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring residents; and whether the proposed scheme will ensure that future occupants can enjoy a satisfactory level of residential amenity.

Existing Residents

- 6.53 The site is bounded by residential development to the north, south, east and west. Britannia Mill is located on Ellesmere Street to the north of the site and has a number of habitable room windows within the southern elevation which face the application site. The proposed scheme has specifically responded to this context by capping the height of the

development at 11 storeys and setting back the 2 upper storeys on Ellesmere Street to ensure that the building does not overwhelm Britannia Mill. The existing and new buildings are separated by Ellesmere Street and the separation distance between windows is considered to be generous in the context of the city centre where land is generally constrained and buildings expected to be at closer distances. The distances are also commensurate with other approved schemes in the locality. A similar arrangement exists with Roof Gardens to the east, and City Gardens to the south, which are also separated by highways including Bentinck Street and Spinners Way respectively. The proposed Gallery Gardens scheme to the west does not include any habitable room windows within the facing elevation and therefore there would be no potential for loss of amenity to future residents of this scheme.

- 6.54 A Daylight and Sunlight Assessment prepared by GIA has also been submitted in support of the application. This concludes with respect to daylight and sunlight that based on the BRE guidance criteria and assessment results, the overall potential impacts are considered to be acceptable for a development of this nature.

Proposed Residents

- 6.55 The siting of the development and the internal arrangements will minimise privacy issues between buildings. The proposed layout and fenestration arrangement for the development has been carefully considered to ensure that the scheme achieves maximum outlook and natural light to the proposed dwellings, particularly through the dual aspect design of all apartments.
- 6.56 External amenity space for residents will be provided within the communal residents' courtyard as well as the private and shared garden terraces which will provide a range of amenity areas and resident facilities.

TV Reception

- 6.57 A TV Reception Signal Impact Survey has been prepared by Astbury and is submitted in support of the application. The survey report concludes that any signal degradation in the local area will be negligible with digital strengths in this area generally strong enough to overcome attenuation caused by the building development. TV signal gained by satellite systems will not be adversely affected by the development.

Broadband Connectivity

- 6.58 External and internal fibre to the property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.
- 6.59 In summary the below will be installed for the development.

External Infrastructure

- 6.60 Fibre cabling is brought into the development via underground ducting and into the building terminating at the data cabinet within the communications room.

Internal Infrastructure

- 6.61 Fibre is run internally via cable tray and GPON fibre direct to the Utility room of each dwelling. The fibre to the property broadband/data and VOIP telephony installations shall be provided to all dwellings as part of the Main Electrical Contracts scope of work.

Crime and Security

- 6.62 A Crime Impact Statement has been prepared by Greater Manchester Police. The statement confirms that the scheme has been assessed against the principles of 'Crime

Prevention Through Environmental Design' (CPTED). The statement reports that the proposed scheme is acceptable in principle, subject to further consideration and incorporation of certain recommendations which relate to access control arrangements, the communal entrance lobby, and the car parking provision. These recommendations have been considered in the design of the scheme.

Ecology and Trees

- 6.63 The application is supported by an Extended Phase 1 Habitat Survey & Daytime Bat Survey prepared by Rachel Hacking Ecology. The site was assessed for its potential to provide habitats for protected species as well as invasive species. The report does not find any protected species to be a constraint to the development, but recommends that the removal of trees is undertaken outside of the bird nesting season. Recommendations for habitat enhancement and creation through landscaping proposals are also provided.
- 6.64 An Arboricultural Survey has been prepared by DEP and identifies four trees to be removed to facilitate the development. None of the trees are category A trees, and the report highlights that three of these trees are self-sown scrub specimens, whilst the large Whitebeam is internal to the site and therefore has limited amenity value. The loss of the existing trees on site is easily mitigated through the proposed landscaping scheme which involves the planting of 28 trees of varying sizes.

Green and Blue Infrastructure Statement

- 6.65 The application proposals involve extensive landscaping to public, shared and private spaces within the development. The high level of planting and greenery proposed will create an attractive environment which will also enhance amenity for future users of the site. The proposed planting will also have positive impacts in terms of tackling climate change and enhancing biodiversity. In accordance with the Council's Green and Blue Infrastructure Strategy, the proposed Landscape Strategy document prepared by DEP demonstrates how the scheme contributes to the visions, objectives and actions of the strategy.

- 6.66 The scheme's extensive new tree planting within the public square will embed green infrastructure into the development. The scheme also includes planting along walkways, and gardens to the shared and private terraces which will provide residents with direct access to multi-functional greenspace.
- 6.67 As demonstrated in the landscape masterplan the scheme also sits within a wider 'development block' being brought forward by De Trafford. The newly created Spinners Way will create valuable new public realm, at the heart of which will be an area of new public space. The site is also located in proximity to the historic canal network allowing residents access to this valuable blue infrastructure resource.
- 6.68 On account of the above features associated with the development, it is considered that the scheme and wider masterplan proposals will make a positive and significant contribution to the improvement of green and blue infrastructure provision.

Sustainability

- 6.69 An Environmental Standards Statement has been prepared by Watt Energy & Consulting Engineers Ltd. This report outlines the energy demand minimisation measures and low / zero carbon energy options which have been considered and incorporated into the scheme's design as required by Core Strategy Policy EN6. The proposed energy efficient design measures include low energy lighting, non-fossil fuel electric heating, mechanical ventilation and heat recovery systems for each dwelling. The Statement confirms that the total carbon reduction will be 9.1% when based off SAP 10.0 carbon factors and 32.6% when using, the soon to be national standard, SAP 10.1 carbon factors.
- 6.70 A BREEAM Pre-assessment has also been submitted in support of the application. Based on the information currently available, it is projected that the scheme will achieve 56.53% (BREEAM Very Good).

Effect on the Local Environment

Flood Risk and Drainage

- 6.71 The site is located in Flood Zone 1 and therefore is at low risk of flooding i.e. less than 1 in 1,000 year's annual probability of flooding. The application has been accompanied by a Flood Risk Assessment and Drainage Strategy Report (prepared by WSP). This considers the flood risk in relation to the site and also considers how surface water will be managed on the site. At this stage it is anticipated that SuDS will be provided in the form of filter drains to capture and treat runoff from any external areas and an attenuation storage tank to temporarily store surface water from the site before controlled release to the public sewer. Please refer to the submitted Drainage Strategy Report for further information.

Geo Environmental Considerations

- 6.72 A Phase 1 Geo Environmental Risk Assessment has been produced by WSP and is submitted as part of this planning application. The report recommends that a programme of site investigation works be completed to further investigate the identified potential pollutant linkages and test the ground conditions in order to inform the foundations design.

Wind Environment

- 6.73 A Pedestrian Level Wind Microclimate Assessment has been prepared by RWDI to consider the existing wind effects in the area and the potential impact of the proposed scheme in conjunction with other approved schemes in the area. The report identifies that as a result of the proposed development, wind conditions at the site would generally be similar and would be acceptable for the intended use except at entrances located at the south-western and north-western corners, and fixed seating areas at the roof level amenity spaces. As such the report recommends localised mitigation which can be readily incorporated into the scheme including through landscaping such as planting and shrubs. The report also recognises that the site forms part of a wider masterplan for the area, and therefore the

development of Gallery Gardens at the adjacent site may provide the shelter to the building entrances, and as such some of the recommended measures may only need to be temporary in nature. Overall, the report concludes that with the recommended mitigation measures implemented into the design, the wind conditions would be suitable and safe for the intended use.

Air Quality

- 6.74 An Air Quality Assessment (AQA) has been prepared by Redmore Environmental. The report identifies the potential for construction phase air quality impacts to occur, however it is considered that the use of good practice control measures would provide suitable mitigation for a development of this size / nature and reduce potential impacts to an acceptable level.
- 6.75 The AQA also examined the potential for future residents to be exposed to high pollution levels in the future due to emissions from the highway network. The modelling undertaken, which was subsequently verified using local monitoring data, indicated that predicted pollution levels were below the relevant criteria at all locations across the development. As such the site is considered appropriate for the proposed use in terms of air quality.

Noise

- 6.76 A Noise Impact Assessment prepared by Ensafe Consultants has been submitted in support of the planning application. The report considers the noise levels as a result of road traffic on Chester Road and Ellesmere Street. The report utilises the results of the noise surveys and modelling in order to predict the noise levels in external amenity areas and upon the proposed facades.
- 6.77 The assessment determines that an acceptable level of noise can be achieved in the external amenity areas and recommends that higher specification glazing is required for certain habitable room windows on the façade overlooking Ellesmere Street. Alternative

ventilation is required for the majority of habitable rooms in order to provide background ventilation and fresh air flow without the need for opening windows.

- 6.78 Subject to the mitigation set out in the report it is not considered that impacts associated with existing and future noise levels pose a constraint to the proposed development.

Waste Management

- 6.79 A detailed Waste and Servicing Strategy prepared by Axis is submitted in support of the application. This details the servicing strategy and forecast waste calculations for the development. The volume of waste generated has been calculated and it is anticipated that collections will take place on a weekly basis. The report concludes that waste arrangements have been prepared in accordance with local and national policies, and that the site can adequately cater for the sustainable storage, handling and transporting of all waste generated on site. It is confirmed that from a waste management perspective, there is no reason for the development to be refused.

Affordable Housing and Planning Obligations

- 6.80 The Council's Supplementary Planning Document and Planning Guidance 'Providing for Housing Choice' (Adopted September 2008) requires that 20% of houses within developments of more than 15 units are affordable. However, the guidance also sets out exceptions to the provision of affordable housing, a number of which the proposed scheme meets.
- 6.81 Two of these exceptions include: where there is a very high level of affordable housing in the immediate area; and, there is a high proportion of socially rented housing (35%) or low house prices in the immediate area compared to average incomes. The 'Manchester Move' website provides details regarding existing affordable housing provision within the St George's area and explains that there are around 1,030 homes in the area rented out by not-for-profit landlords like housing associations and housing trusts.

6.82 A third exception is where the inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives. As set out in earlier sections, there are significant regeneration benefits associated with the development that should be considered material in the determination of this planning application. A further exception is if the provision of affordable housing will affect scheme viability. It is therefore necessary to consider what impact any contributions would have on scheme viability. De Trafford have prepared a development appraisal to understand what impact the affordable housing and developer contributions might have on viability and the ability to deliver the final scheme. This appraisal is submitted with the application.

7. Conclusions

- 7.1 This Planning and Heritage Statement has been prepared on behalf of De Trafford in support of a full application for the development of a residential-led mixed-use scheme comprising 237 apartments within a part 11, part 13 storey building.
- 7.2 The principle of development is considered acceptable with the high density development supporting the strategic aims of Manchester City Council's planning policies and the ongoing regeneration of the area. The development site is located in a highly accessible and sustainable location in the City Centre and Regional Centre, close to jobs, transport links, services and local amenities.
- 7.3 The scheme has been developed through extensive and constructive pre-application discussions with Manchester City Council and has been the subject of a design review with Places Matter North West.
- 7.4 The proposed development will introduce a high-quality, distinctive building of an urban scale, making a positive contribution to the wider townscape on a strategically important site within this movement corridor to the city centre.
- 7.5 The application has been accompanied by a range of technical reports which successfully demonstrate that there are no technical reasons for development not to be permitted.
- 7.6 The application submission therefore successfully demonstrates that the site is in a suitable and sustainable location for high density residential development with a number of clear benefits that will contribute to the delivery of sustainable development.

Summary of contribution to Sustainable Development

7.7 In summary, set against the three dimensions of sustainable development identified at paragraph 8 of the NPPF, the proposed development would fulfil all of the following:

Economic role

- The proposed development will assist in delivering substantial investment into the local area through additional funds raised through the New Homes Bonus and Council Tax. The development will also provide a significant number of construction jobs, and once operational the development will contribute to increased consumer spending in the local area.

Social role

- The proposed development responds to identified housing need in the Manchester City Council Core Strategy and Draft Greater Manchester Spatial Framework. The draft GMSF sets out an annual delivery of 2,951 dwellings in Manchester across the plan period from 2020 – 2037, the majority of housing being delivered in the form of apartments.
- The mixture of one and two bedroom unit types will meet local housing needs in the city. The development will lead to further investment in local services and increased footfall for local businesses. This growth will allow this area of Hulme to strengthen and establish it as a vibrant and sustainable community.

Environmental role

- The development will bring an under used brownfield site which makes no contribution to townscape character into active use allowing a significant improvement in the character of the area.

- The highly accessible location will exploit opportunities for the use of more sustainable modes of transport reducing the reliance on the private car. The proximity to jobs and services within the Regional Centre will result in many residents making these journeys on foot.
- The proposals will also alleviate pressure to build on less sustainable and potentially more environmentally valuable greenfield sites.

7.8 In light of the need to balance the benefits of allowing the proposed development against any adverse impacts that may arise as a result, we conclude that the benefits outlined above would not be significantly and demonstrably outweighed by any adverse impacts if planning permission was granted. The proposals are therefore considered to constitute sustainable development as defined by paragraph 8 of the NPPF and consequently the presumption in favour of sustainable development should apply in the determination of this application.

Appendix 1: Listed Building Descriptions

Appendix 1: Historic England Listed Building Entry Descriptions

215-219, CHESTER ROAD

List entry Number: 1208634

Grade II

Terraced row of 3 town houses. c.1800, probably in 2 builds; altered. Red brick in Flemish bond, hipped slate roof. Double-depth plan, rectangular except for rear wing to No.219, Nos 215 and 219 double-fronted and No.217 between them single-fronted. Two storeys over cellars, 5+3+5 windows, No.219 to the right breaking forwards slightly; rendered plinth, modillioned wooden eaves cornice, sill-band to No.219. Nos 215 and 217 have round-headed doorways up 3 rebuilt steps, open-pedimented doorcases of engaged Tuscan columns with fluted caps and entablatures with urn decoration; No.219 has a wide round-headed doorway with plain reveal, up 3 steps; all have low segmental-headed cellar windows, and tall windows on the main floors, those at ground floor with flat-arched heads. All openings boarded at time of survey. Hipped roof, now lacking original chimneys. Rear remodelled (former back extensions removed). Interior not inspected.

FORMER ALBERT MILL ON WEST CORNER OF JUNCTION WITH ELLESMERE STREET

List entry Number: 1200817

Grade II

Cotton mill, now warehouses, etc. Dated 1869 on upstand of parapet; extended and altered. Red brick with sandstone dressings, (roof not visible). Trapeziform plan on corner site. Four storeys over basement, with 5-window facade to Hulme Hall Road and 1:6:1 bay facade to Ellesmere Street. Sill-bands to all floors, impost band to 3rd floor, stylised Lombard frieze, coped parapet with central upstand inscribed "1869". Segmental-headed openings including coupled doorways to left end of ground floor, and small-paned metal-framed windows. Long left return facade to Ellesmere Street with projecting staircase/hoist/latrine tower at each end, single windows to these (those in east tower blind), and mostly paired windows to the main range. Three-bay addition at west end. Timber-floored construction (at this date) suggests use for one of the specialised minor branches of the textile industry.

CHURCH OF ST GEORGE

List entry Number: 1208640

Grade II*

Church. 1826-8, by Francis Goodwin, restored 1884 by J.S.Crowther. Sandstone ashlar, slate roofs. Gothick Perpendicular style. Nave with west tower, north and south aisles under parallel roofs, diagonal porches at west ends of these, and high polygonal apse. Tall west tower of 4 unequal stages, with set-back buttresses completed as tall octagonal traceried pinnacles with embattled tops and crocketed spirelets; 2-centred arched west doorway with set-in shafts and 3 orders of moulding, double doors with Perpendicular tracery, traceried 2-light west window, clock-face over this, coupled traceried 2-light windows to the 3rd stage, tall set-back 4th stage with slender louvred and traceried belfry window, open-work parapet and much carved ornament. Six-bay aisles with buttresses finished as pinnacles rising through embattled parapet, large 2-centred arched 3-light transomed windows with Perpendicular tracery and hoodmoulds; diagonal west porches with doorways similar to west doorway of tower, and traceried 2-light windows. Embattled parapet to nave, terminating in octagonal east turrets matching the pinnacles of the tower. High polygonal apse. Interior not inspected but reported as having: galleries; Perpendicular arcades; wall monument to The Hon. George Berkeley Molyneux (d.1841), by Edward Physick, in form of soldier mourning beside urn (these details from Pevsner).

CHURCHYARD WALLS, GATE PIERS AND GATES AT CHURCH OF ST GEORGE

List Entry Number: 1197789

Grade: II

Churchyard walls, gate piers and gates. Probably 1826-8, by Francis Goodwin. Sandstone ashlar walls and piers, cast-iron gates. Dwarf stone walls on north, west and south sides, and part of east side of churchyard; in each side, a pair of octagonal gate piers with chamfered plinths, buttressed angles and traceried Gothic panels, and caps with carved shields in the sides, and cast-iron bar-railing gates with Perpendicular-traceried top panels.

FORMER TURVILLE PUBLIC HOUSE

List Entry Number: 1283069

Grade: II

Former public house. Probably c.1870. Red brick with sandstone dressings, slate roof. Triangular plan on acutely-angled site. Fanciful Italianate style. Two storeys with cellar and attic, 7-bay side walls, with sill-band and very prominent cornice to ground floor, arcaded windows to first floor, very prominent oversailing eaves (broken by oriel dormer window above doorway), and large attic dormers with hipped roofs; round-headed doorways towards east end, with set-in shafts and prominent cornices; large rectangular windows to ground floor; round-headed windows to first floor with stone imposts, keystones and arch-bands. One-bay west end with former doorway altered as window, arcaded segmental-headed blind windows above. Unusual and distinctive building.

RAILWAY BRIDGE OVER CANAL, THE EAST OF TWO AT SJ 824 972

List Entry Number: 1283078

Grade: II

Railway bridge. Probably c.1850; similar to railway bridges in viaduct included under Deansgate.

Appendix 2: Construction Management Strategy

Construction Management Strategy

This section provides initial details in respect of how the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to provide a construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

The Project Team opened discussions with the public during the pre-application stage where we gained an insight into various issues facing residents due to the construction issues associated with surrounding sites. De Trafford are currently involved in an extensive level of construction in the area, and therefore are already committed to working closely with the Hulme Ward Co-ordination Group to ensure that construction activity is managed effectively to minimise impacts on the local community.

De Trafford are keen to manage this process as effectively as possible and this may include the site manager liaising with residents individually so they have a 'point contact' should they need it. It is also envisaged that the contractor will hold another consultation session with local residents prior to construction commencing. As mentioned above the construction management plan is usually the subject of a planning condition and will include information with respect to the items listed below:

- Details for consulting the local community prior to construction works commencing on site.
- Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs.
- Details of dust suppression measures and measures to control dust and mud on the surrounding public highway network.
- Methodology for the undertaking of demolition and on site processes such as crushing of materials etc.
- Details of treatment of existing foundations including excavation and backfilling.
- Extracted materials to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor.
- Specified working hours for the site including hours for the delivery of materials.
- Identified vehicular access points into the site for all construction traffic, staff vehicles and heavy goods vehicles.
- Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions.
- Measures for securing the site, including on site security and lighting.

The plan will set out the arrangements for contractor parking in liaison with Manchester City Council in order to minimise the potential parking issues with surrounding residents. We will work with the Council through the post planning stages in order to formalise the management of the construction phase.

Appendix 3: Local Labour Strategy

Local Labour Strategy

To deliver De Trafford's commitment to corporate social responsibility and support the GMCA Social Value Policy, De Trafford and the appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for established residents of the city centre of Manchester and the surrounding neighbourhood. The potential methods for achieving this are outlined below. It is recommended that a Local Labour Agreement is the subject of a **planning condition** as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

This will allow De Trafford and the appointed contractor to devise a bespoke Local Labour Agreement in co-ordination with Manchester City Council's Work and Skills Team.

Potential Initiatives

- a) Introducing/adopting local initiatives on the project, offering work experience and practical help.
- b) Notifying Local Manchester Employment agencies of any vacancies generated by the project, at the same time or in advance of recruitment from other sources.
- b) Working with Local Manchester Employment agencies, to identify specific positive action programmes, in support of equal opportunities, where these are applicable.
- c) Ensuring that local companies (where suitable companies exist) are represented on subcontract and supply tender lists through working with Manchester in Work to ensure local companies are represented on subcontractor lists (companies being those located in an area having an "M" postcode prefix).
- d) Ensuring that the provisions of the agreement are transmitted to sub-contractors and suppliers involved in the project, where appropriate.
- e) Ensuring that all our employees are suitably trained and where ever possible/viable, employing trainees on appropriately approved courses.
- f) Provide reasonable access for representatives of Manchester City Council who may from time to time visit our contract works to check the labour register and:
 - i. promote their services to sub-contractors
 - ii. offer advice on training grants and employment subsidies, where available
 - iii. provide information on local companies
 - iv. seek feedback on recruits/trainees.
- g) To provide information on labour and sub-contractor utilisation, as specified in the Labour and Sub-contractor Monitoring Procedures, Guidelines for Site Management.
- h) Adopt and agree a Community Needs Plan for use throughout the project – Monthly updates to be carried out to ensure community need targets are on track to be complete in line with the agreed original intent.