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Real Estate



Potato Wharf Blocks 3 and 4 - Castlefield, Manchester

Planning Statement

January 2017

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1 Introduction

Introduction

1.1 This Planning Statement (the "Statement") accompanies an application for full Planning Permission and Listed Building Consent, submitted to Manchester City Council (MCC) on behalf of our client, Lend Lease Residential (North West) Ltd. (the "Applicant"). The application is in respect of the development of Blocks 3 and 4 at Potato Wharf, Castlefield in Manchester City Centre for residential use. Following pre-application discussions with MCC it has been agreed that a Full Application for planning Permission will be submitted.

1.2 Planning permission was originally granted for Phase 2 of the Potato Wharf development in November 2015 (Local Planning Authority application references 109335/FO/2015/C1 and 109336/LO/2015/C1). However following a strategic review by the Applicant regarding the delivery of Potato Wharf, it is proposed that the currently consented open market apartment scheme for Potato Wharf Blocks 3 and 4 be changed to a Build to Rent Scheme. The Applicant is establishing a Build to Rent Scheme fund in the UK to include projects from Manchester, London and York and the proposal at Potato Wharf is integral to this. Funding for the project is secured and approved.

1.3 The proposed development is largely identical to the extant Planning Permission in terms of design of the residential accommodation, the buildings and the external spaces. In addition, the design has been adjusted to encourage more opportunities to meet fellow residents in order to foster a sense of community. In this regard, an individual building cores will link internal and external amenities together helping to lead to more resident interaction and build a more social and friendly community. To facilitate this and also to provide a communal amenity space for residents, as well as an enhanced arrival experience into the building, a two storey link building between the two proposed buildings has been introduced. Other minor alterations are proposed to the elevational treatment on the building as a result of the new structure along with changes to the surrounding landscaping. These are explained in more detail within section 3 of this document and the accompanying Design and Access Statement

1.4 The purpose of this Statement is twofold; to present the proposals in their local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria, namely: Historic England and, MCC's Core Strategy. Secondly, this Statement provides details regarding the wider surrounding context and how the proposals relate to both national and local planning policy, as well as identifying the site specific issues which have been considered in the assessment of the proposals.

1.5 The application relates to the residential-led redevelopment of a site in Manchester City Centre. The application site (the "site") covers an area of 1.21 ha and is bound by Potato Wharf to the north and the Bridgewater Canal to the south. The site is bordered to the east by a residential development also developed by the Applicant (Blocks 1 and 2, Potato Wharf).

1.6 The development involves the demolition of the existing cement works building and the construction of two new 8 storey residential buildings providing 191 apartments and associated amenity space for residents. A further description of the proposals is provided in Section 3 of this Statement.

1.7 The proposed residential use complements the City's identified need for new homes. The City has an aspiration to provide 13,000 homes by 2019, with a projected need for 60,000 new homes over the next twenty years (3,000 per annum). Manchester City Council's adopted town planning policies identify that there is an urgent need to deliver new residential development in the City Centre in order to satisfy the demand that has built during the economic downturn as new residential development activity subsided and Manchester's population has continued to grow (growth that is projected to continue into the future).

1.8 There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester moves into its next phase of economic growth, further provision in the city centre is required to fuel and complement the significant economic growth of the City.

1.9 The site benefits from close proximity to public transport, amenities and facilities of the City Centre, including the variety of civic, cultural and leisure facilities such as the Museum of Science & Industry, the Castlefield Hotel Leisure Club and Castlefield Urban Heritage Park. Together, these attributes will make a very popular residential location.

The Applicant

1.10 Lend Lease was established in 1958 and has developed into a leading international property and infrastructure group employing more than 16,500 people across Australia, Asia, Europe and the Americas. Lend Lease strengthened their residential arm in the UK through the acquisition of urban regeneration specialist The Crosby Group Plc in 2005 (now known as Lend Lease Residential).

1.11 Lend Lease Residential and their wider organisation has a strong track record in designing and delivering projects of the highest standards in quality, safety and sustainability and have developed a strong track record of delivering high quality residential developments in Manchester including Blocks 1 and 2 at Potato Wharf No. 1 Deansgate and Blocks 1-6 at Green Quarter in Manchester City Centre. More recently a planning application has been submitted for Block 7 at the Green Quarter development and is currently in the process of being determined by MCC.

1.12 The Applicant is committed to the development of this site in Manchester following the successful development of Blocks 1 and 2 at Potato Wharf. The proposed scheme will replace a former cement works and create a high quality residential development that will endure for many years to come.

Description of Development

1.13 The development is described in the application form as:

"Application for Full Planning Permission for the demolition of existing buildings and plant; construction of two residential buildings with a link building providing residential amenity areas, public realm and landscaping, access and servicing arrangement, car parking and associated works; and Listed Building Consent for works within the curtilage of a Listed Structure associated with the creation of surface car park and secure bicycle store."

1.14 Full Planning Permission is sought for the demolition of the existing buildings on the site and the construction of two residential blocks with a two storey connecting building, landscaping and the other associated works as set out above. Listed Building Consent is sought for the creation of surface car parking and bicycle parking within the curtilage of the three viaducts which are Grade II Listed structures. These works relate to the provision of the parking facilities on the site which will be located under the viaducts. The works within the curtilage of the Listed Viaduct also relate to the formation of a doorway within the existing brick infill (not original fabric). These works will not adversely affect the special character of the Listed Viaduct or its setting.

Pre-Application Discussions

1.15 The Applicant met with Planning Officers at Manchester City Council in November 2016 to discuss the proposed amendments to the scheme and agree the scope of the planning application. Pre-application discussions were also held with Historic England in November 2016 who were provided with details of the proposed amendments and the additional two storey link building. Historic England confirmed that the proposals would not affect their conclusions from the 2015 planning application and that there would not be a detrimental impact on the listed viaducts.

Application Documentation

1.16 This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application:

- Planning application forms and ownership certificate;
- Application red-line boundary plan prepared by Weedon Architects;
- Elevations, plans and sections prepared by Weedon Architects (see enclosed drawing schedule);
- Design and Access Statement and Refuse Strategy prepared by Weedon Architects;
- Acoustic Report prepared by Hoare Lea Acoustics;
- Air Quality Assessment prepared by Aecom;
- Archaeological Assessment letter prepared by Oxford North Archaeology;
- Code for Sustainable Homes Pre Assessment Estimator Tool prepared by Breglobal;
- Crime Impact Statement prepared by Greater Manchester Police;
- Energy Statement prepared by Hulley and Kirkwood;
- Environmental Standards Statement prepared by Hulley and Kirkwood;
- Flood Risk Assessment and Drainage Strategy prepared by Shepherd Gilmour;
- Heritage Assessment prepared by Turley;
- Landscape details prepared by Landscape Projects;
- Phase 1 Habitat Survey prepared by WSP;
- Phase 1 Geo-Environmental Site Assessment prepared by e3p;
- Phase 2 Geo-Environmental Site Assessment prepared by e3p;
- Planning Statement prepared by Deloitte Real Estate;
- Protection of Surface Water Quality Letter prepared by e3p;
- Residential Management Strategy prepared by the Applicant / Living City;
- Sunlight, Daylight and Overshadowing Assessment;
- Surface Water Drainage Maintenance prepared by Shepherd Gilmour;
- Transport Assessment and Framework Travel Plan prepared by Shepherd Gilmour;
- Tree Survey and Impact Assessment, Tree Protection Plan and Arboricultural Method Statement prepared by Midland Forestry;
- TV Reception Survey prepared by TVA Installations;
- Waste Management Strategy Pro Forma;
- Wind Microclimate Study prepared by Urban Microclimate; and
- Written Scheme of Investigation for an Archaeological Evaluation prepared by Salford Archaeology.

1.17 The approach to the application documentation has been agreed with Manchester City Council as Local Planning Authority.

Document Structure

1.18 The remainder of this Statement is structured as follows:

- Section 2 – describes the proposal site and surrounding area.
- Section 3 – provides a description of the proposed development.

- Section 4 – assesses the proposals in relation to planning policy requirements at the national and local level.
- Section 5 – identifies the site specific issues considered as part of the application.
- Section 6 – concludes by summarising the case for the grant of Planning Permission.

2 Site Description and Context

Site Description

2.1 The site extends to approximately 1.21 hectares; and is bound by Potato Wharf to the north and the Bridgewater Canal and Castlefield Viaduct to the south. The site is bordered to the east by a residential development; Blocks 1 and 2 Potato Wharf, also developed by the Applicant.

2.2 The site has most recently been occupied by Hanson Heidelberg Cement Group works. This lease expired in February 2016 and the site is now vacant

2.3 The site is located in a highly accessible location within Manchester City Centre and benefits from excellent public transport links. The Metrolink route and the Deansgate Castlefield Metrolink stop lie approximately 0.5 miles from the site providing access to a range of destinations across Greater Manchester. Oxford Road and Deansgate train stations and major bus corridors are all within walking distance. The site is within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.

Site Context

2.4 The area around the site is defined by transport engineering infrastructure including the Castlefield Viaduct, Bridgewater Canal, and major roads into Manchester City Centre.

2.5 The site falls within the Castlefield Conservation Area, however, it is not located within the heart of the key character area. The site has been identified as a regeneration priority and opportunity for a number of years. This is recognised within MCC's Water Street Strategic Development Framework 2016, which supports the proposals for the site and enhancements to the public realm.

2.6 The surrounding context is widely varied containing leisure, residential and commercial uses. To the north of Potato Wharf is the Manchester Industrial Centre, the majority of units are vacant with the exception of Wow Workshop / Walk the Plank, and a creative community hub. To the north east of Potato Wharf is the Youth Hostel Association, Tangerine PR Agency, the Castlefield Hotel and the Commercial (a public house).

2.7 Further south of the Bridgewater Canal is Slate Wharf, a development comprised of six residential blocks, and Worsley Mill, which also provides further residential accommodation.

2.8 Each of these immediate surrounding uses have been carefully considered in setting out and designing a proposal that sits comfortably within its surroundings. Details of the proposal are contained within later sections of this Statement, the Design and Access Statement and Statement of Community Consultation.

2.9 Manchester Airport, the City's international gateway is within easy reach, as are the City's main rail and motorway connections. There is major committed investment in public transport infrastructure coming forward which will serve to further enhance the accessibility of this area and the City Centre as a whole, providing an important foundation and opportunity for its further, accelerated economic growth during the next cycle. Major investment includes:

- An expanded Metrolink network will deliver new and enhanced connections across the City, including connections to Manchester Airport. St Peter's Square is already a main hub within the City's expanding Metrolink network and is approximately a 12 minute walk from the site. This is emphasised by the Second City Crossing, which will substantially increase the capacity of the network (an extra 45 trams per hour running through St Peter's Square).

- Deansgate Station will be revamped and provide a much stronger interchange facility with Metrolink. It will provide a public transport gateway with greater capacity, directly servicing the City's Conference Quarter and the area around the application site.
- The Northern Hub is a Network Rail project that will deliver £530m of targeted investment to transform Northern England's rail network and improve connectivity. A key proposal is the Ordsall Chord, a new viaduct to connect Manchester's Victoria, Oxford Road and Piccadilly Stations, and Salford Central Station, enabling faster, more frequent services to run across the North of England. Improved services will include two new fast trains per hour between Manchester Victoria and Liverpool; six trains an hour between Leeds and Manchester (as opposed to four now); a reduction in journey time of 10 minutes between Leeds and Manchester; a reduction in journey time of 10-15 minutes between Liverpool and Manchester; a new direct service through Manchester City Centre to Manchester Airport, and faster journey times to Hull, Newcastle and the North East.
- The Bus Priority Package has delivered both the Leigh-Salford-Manchester busway and the Cross City Bus schemes, improving bus travel to and across the City Centre for communities to the north, west and south of Greater Manchester including Leigh, Atherton, Middleton and Parrs Wood. The Package has provided easier access to new and existing job opportunities, education and health facilities along Oxford Road and the City Centre and increase the number of passengers able to travel to their destination in one journey without having to change buses. More than 8 miles of bus lanes has been provided along existing roads, and some sections of road, for example Oxford Road, has been closed to general traffic. During the day there are now at least four buses an hour between Leigh and Manchester, and four buses an hour between Atherton and Manchester, meaning there will be a minimum of eight buses an hour between Tyldesley and Manchester along the guided busway between Leigh and Ellenbrook.
- High Speed Rail 2 (HS2) from Birmingham to Manchester will significantly strengthen the connectivity of the city centre to Manchester Airport, London and mainland Europe and will act as a platform for the wider commercial and regeneration plan for the city centre.

2.10 From a wider planning and regeneration point of view, redevelopment of the site is an opportunity to create a development that provides an appropriate, conservation influenced, contextual response to this prominent site.

Planning History

2.11 On 3 November 2015 an application was approved by Manchester City Council for:

"Erection of two residential buildings (Use Class C3) comprising 191no apartments, car parking, bicycle parking, public realm and landscape works, access and servicing arrangements, and associated works, following demolition of the existing buildings and plant."

(Local Planning Authority application ref. 109335/FO/2015/C1).

Listed Building Consent application for works within the curtilage of the listed railway viaducts comprising the erection of two residential buildings (Use Class C3) comprising 191no apartments, car parking, bicycle parking, public realm and landscape works, access and servicing arrangements, and associated works, following demolition of the existing buildings and plant."

(Local Planning Authority application ref. 109336/LO/2015/C1).

2.12 The principle of the proposed development is the same as the consented scheme and the proposal continues to be the second phase of the Potato Wharf development, following on from Blocks 1 and 2. By way of background the planning history for the first phase is set out below.

2.13 Planning Permission was granted in 2006 (Reference: 074582/FO/2005/C3) for the erection of a residential development comprising 3 apartment blocks with 220 apartments, 10 town houses (total no. of units 230) ancillary car parking at ground and basement levels, ancillary refuse store and electricity substation and surface level public car park, following demolition of the existing building. The application was submitted by Ship Canal Properties Ltd.

2.14 An application was submitted by the Applicant (formally Crosby Homes North West Limited) (Reference: 081118/FO/2006/C3) for the erection of a residential development comprising 3 apartment blocks with 229 apartments, 10 town houses (total No. of units 239) ancillary car parking at ground and basement levels, ancillary refuse store and electricity substation after demolition of existing building. The application was approved in 2007.

2.15 A further application was submitted by the Applicant (Reference: 082244/FO/2007/C3), which was approved in January 2007. The application comprised a total of 213 eight storey apartments, ancillary car parking at ground and basement levels, electricity sub-station and landscaping after demolition of the existing building. Construction of the two blocks (Block 1 and 2, Potato Wharf) completed in early 2015 and all apartments have been sold. The proposal for Blocks 3 and 4 will to a large extent repeat, and refine the design of Blocks 1 and 2.

2.16 The application site has been used as a cement works and depot occupied by Hanson Heidelberg Cement Group. Previously, the site was granted a Certificate of Lawfulness for the use of the land as a scrap metal yard in October 1994 (Reference: 046191/DJ/CMDC/94). A Phase 1 Geo-Environmental Site Assessment prepared by e3p accompanies the application to ensure the previous use of the site poses no significant environmental concerns.

Environmental Designations

2.17 The site is located on the west side of the Castlefield Conservation Area, the largest conservation area in Manchester. A Heritage Statement accompanies the application to demonstrate the impact of the proposed development on the heritage assets.

2.18 The site is also located within close proximity to a number of Listed Buildings, including:

1. Manchester South Junction and Altrincham Railway Viaduct, Grade II
2. Cheshire Lines Committee Viaducts, Grade II
3. Castlefield Railway Viaduct, Grade II
4. Deansgate Station, Grade II
5. Rochdale Canal Lockkeepers Cottage, Grade II

2.19 The site is located within the "medium probability" Flood Zone 2. A Flood Risk Assessment and Drainage Strategy has been prepared in support of the application which provides recommendations to effectively manage flood risk. Further information is contained within the assessment and in Section 5 of this Statement.

2.20 The site is not located within a statutory or non-statutory nature conservation site and no record of protected or notable species have been found at the site.

Economic Context

2.21 Manchester is a national engine of economic growth with a population of more than 500,000, sitting at the heart of a conurbation of 3 million people in the north of England. The City's economic success has been driven by factors such as; its growing role as the leading professional and business service centre outside of London; global connectivity through Manchester International Airport; and increasing business and leisure visitors, with Manchester the third most visited city in the UK.

2.22 More recently the City, recognising the dynamics of global market changes, has invested heavily in new sectors of growth – advanced manufacturing, biotechnology and life sciences – and working closely with The University of Manchester, has created new opportunities for sustained future growth, including the development of a global network of alliances and partnerships throughout the world.

2.23 Reflecting this phase of economic growth, Manchester (local authority) saw its population grow by 16.9% between 2003 and 2014, more than double the UK average over the same period, reflecting Manchester's

transformation over the last 20 years into a vibrant European City. The expanding opportunities in professional and business services sectors and the type of demographic that has significantly fuelled that growth (24-39 years), combined with the ever increasing attraction of the city as a place to live and work and has been reflected in the patterns of growth in the housing market: between 2003 and 2013. During this time, the number of residential units in the City Centre grew by over 10,000 (262%) and an additional 4,000 units were delivered at the edge of the City Centre.

2.24 The national economy is now within a new growth cycle. While Manchester, because of its diversified and expanding business base, has been relatively resilient over these last few years during the economic recession, the city is experiencing a surge of economic and population growth.

2.25 Manchester's GVA is forecast to grow by 30% between 2014 and 2024, a higher growth rate than the 28% projected nationally. Between 2014 and 2024, it is forecast that Manchester will have 110,000 additional jobs and contribute £72 billion to GVA (a 2.8% increase per annum). Key growth sectors include those where Manchester already has a strong offer and / or the assets to support further growth, including ICT, professional services, scientific and technical activities, accommodation and food, arts employment and real estate activities.

2.26 The 110,000 jobs projected across Greater Manchester (2014-2024) (GM) will provide another surge in the growth of the city's economy. The increase in higher paid business and professional services employment which supported the growth of the young professional group in the city will be sustained over the next ten years.

2.27 It is now clear that Manchester is projected to experience strong population and economic growth over the coming years. This together with well documented trends and changes in household formation will fuel an increase in demand for accommodation. The most recent figure provided within the Residential Growth Strategy adopted by Manchester City Council in March 2016 suggests that a minimum of 25,000 homes is required over the next ten years.

2.28 Manchester has clearly already demonstrated its ability to successfully accommodate and absorb a significant number of new residential units within a relatively short period of time to respond to economic growth. Whilst there have been a number of new starts in recent years, occupancy rates are still very high in the City Centre as a result of a lack of supply and high demand. It is therefore essential that the city maximises the new opportunities for growth and investment to avoid being left behind.

2.29 Due to constraints on development and mortgage finance, along with the availability of public funding to support housing development, the pace of new housing delivery and the wider housing market has significantly slowed down. The number of new homes being delivered in the city reduced from over 5,000 in 2007/8 to fewer than 1,000 in 2011/12.

2.30 As a consequence, occupancy rates are at high levels fuelled increasingly by the private rented sector, and there is a significant level of pent up demand for new housing which will further fuel accelerated levels of housing delivery over the coming years. There is a significant mismatch at present between supply and demand of suitable accommodation to meet the needs of a growing population and workforce. This has resulted in fast increasing rents.

2.31 The Greater Manchester Strategy (explained in detail later in this section) recognises the need to make Greater Manchester an investment destination of choice. Creating high quality places is seen as critical to its success - neighbourhoods must be sufficiently attractive to attract and retain the diverse labour market required to support GM's growth objectives.

2.32 In the period since the financial crisis in 2008 and the resulting economic downturn, the city has seen impacts on its economy and its previously planned growth trajectory; however, a feature of this period has been the City's resilience, a sign of its strength. One indicator is the fact that in terms of wages, mean annual wages in Manchester have remained in line with the national average over the last 14 years. This is unusual for a northern city and illustrative of the strength of the Manchester economy.

2.33 Recent market trends have demonstrated that there is a very clear demand in South Manchester to expand the residential offer in this part of the city to provide higher value homes for those households working in the City Region economy. The city has limited locations where this offer can be developed.

2.34 A range of economic and supply chain regeneration benefits will be delivered as a result of new housing development on the Site, including construction jobs, local recruitment, developing skills to meet employer demands, and raising aspirations among young people.

2.35 The proposals are aligned with a number of strategic objectives set out within both regional and local planning policy and will further promote effective regeneration with Manchester.

Draft Greater Manchester Spatial Framework

2.36 The Association of Greater Manchester Authorities (AGMA) is preparing a sub-regional spatial framework – the Greater Manchester Spatial Framework (GMSF) – in order to prepare a vision for a better, more productive and successful Greater Manchester.

2.37 The Region's recent devolution deals with the Government are significant steps along the "roadmap" towards a place-based partnership that provides the tools and levers required to create high quality places that attract and retain more productive people and businesses.

2.38 Building upon the strategic vision set out the Greater Manchester Strategy, the GMSF will enable AGMA to take an informed, integrated approach to spatial planning across the conurbation, based on a clear understanding of the role of different parts of the region and the connections between them. It will provide a framework within which to manage the supply of land across the conurbation to deliver growth over a 20 year timeframe, ensuring that Greater Manchester is able to meet current and emerging occupier demand to support a market-facing strategy for housing and employment growth.

2.39 The wide ranging document set out a number of key strategic approaches, issues and objectives that a successful Greater Manchester needs to address in the coming years. The key draft policies relevant to the Revised Application are set out below:

- Draft Policy SL1 states that the role of Manchester City Centre as the most significant economic location in the country outside London will be strengthened, and that it will continue to provide the primary focus for business, retail, leisure, culture and tourism activity within Greater Manchester. The draft policy also states that the increasingly important residential role of the city centre will be expanded considerably in key locations, whilst maintaining the city's economic base, with an enhance mix and quality of accommodation, in a way that complements the other functions of the area rather than displaces them.
- Draft Policy GM5 sets out the proposed distribution of the 227,200 additional new homes required across Greater Manchester to 2035. Manchester's requirement is 55,300 new homes, with 85% to be provided as apartments.
- Draft Policy GM19 states that Greater Manchester will become one of the most liveable city regions in the world, supporting a high quality of life and improving its competitiveness. New development will be required to achieve an excellent standard of design, creating imaginative, safe, attractive and functional schemes which respond positively to their surroundings, the quality of an area, historic context and landscape character.
- Draft Policy GM20 sets out that Greater Manchester will be a dynamic, forward looking city region anchored by a deep respect for its heritage. The quality of its heritage will be maximised by ensuring that the design of new development fully responds to the historic context, reinforcing local character and identity.

2.40 The proposals meet the strategic objectives of the Draft GMSF. They will deliver 191 new residential units within the City Centre, contributing towards meeting the overall housing targets for Greater Manchester and providing a mix of 1 and 2 bedroom apartments which will appeal to a wide range of people.

2.41 The scale, height, massing, alignment, material and use, complement the other buildings within this area and also the character and appearance of the wider Castlefield Conservation Area. The proposals will deliver a high density development which will enhance the architectural and urban qualities within and surrounding the Site, and the development will repair the urban fabric by replacing a vacant brownfield site with two high quality buildings and new high quality public realm.

Stronger Together: Greater Manchester Strategy 2013

2.42 The Greater Manchester Strategy, Stronger Together, is the sustainable community strategy for the Greater Manchester City Region.

2.43 It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) – the most robust analysis ever undertaken of a city, led by global experts. MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. The vision for Greater Manchester is that 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.

2.44 The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

2.45 The Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all. By supporting new residential development at the application site, a number of the GM Strategy's key growth priorities will be met, including:

GM Strategy Growth Priorities	The Proposed Development
• **Creating the places and spaces that will nurture success**	✓
• **Stimulating and reshaping our housing market**	✓
• **Crafting a plan for growth and infrastructure**	✓
• **Supporting business growth with a strong integrated offer**	✓

2.46 In relation to creating the conditions for growth to ensure that the City Region achieves its full potential, the Strategy states that a GM approach to meeting future housing and employment land requirements will be developed taking into account viability, strategic fit, transport and other infrastructure implications of the demand for growth.

2.47 Recognising the challenges in meeting demand for new housing given past under-delivery, market difficulties, rising energy bills and the need to retro-fit existing stock, the Strategy states that the City Region will continue to drive new thinking and innovation to ensure that Greater Manchester offers existing and potential residents a place to live that meets their expectations and which they can afford. The application site is ideally located to contribute towards the provision of housing to meet demands of a growing economy and population.

Manchester Core Strategy (2012)

2.48 The Manchester Core Strategy is the key planning document in Manchester and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.

2.49 The key policies that are relevant to the development include **Policy CC3 Housing** which sets out that the City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided in the city centre between 2010 and 2027. This should be viewed in the context set out in **Policy H1 Overall Housing Provision** which sets out that approximately 60,000 new homes will be provided for in Manchester (3,000 units per annum) with High Density developments (those over 75 units per hectare) considered appropriate within the City Centre. **Policy CC6 City Centre High Density Development** sets out that within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives.

Manchester Residential Quality Guidance

2.50 In March 2015 Manchester City Council adopted design standards as interim guidance in terms of apartment size. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, yet space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.

2.51 Therefore, Manchester City Council has produced a "Manchester Residential Quality Guidance", which completes this picture, providing clear direction 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. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The proposal is consistent with the requirements of the guidance as remains broadly the same as the development approved in November 2015 which was designed to address the Council's interim guidance as well as Lifetime Homes Standards.

Residential Growth Prospectus

2.52 Recognising the critical relationship between housing and economic growth, Manchester City Council prepared a draft Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 2 March 2016). The first residential growth prospectus was produced in 2013, and set out the urgent need to build more new homes for sale and rent to meet future demands from the growing population. The revised strategy proposes a set of priorities for action over the next ten years and contains a detailed implementation plan which identifies the priorities over the short to medium term.

2.53 It looks to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.

2.54 The Prospectus sets out how the Council proposes to work in order to encourage accelerated housing growth and guide the delivery of stable and attractive neighbourhoods offering quality housing that will retain and attract those people who are fundamental to creating economic success / wealth. It has been developed with the aim of providing the development industry and other key stakeholders with a clear message regarding the City's ambitions for future housing growth. The starting point for the prospectus is the urgent need to build more new homes for sale and rent to meet future demands from the growing population. The Prospectus looks to address undersupply and in particular the development impasse that had until recently been evident across all house types and tenures in the City.

2.55 The core principle running through the document is that there is a requirement to build more new homes in order to support future growth. To facilitate this, 6 priorities were put forward:

- ***Increase house building on existing and new sites*** – through the recent Devolution Agreement, Greater Manchester secured recyclable £300m Housing Investment Fund, which will aid in the delivery and development of suitable housing sites across Greater Manchester.
- ***Improve the quality and sustainability of the City's housing*** – strong housing standards are key to create areas where people want to stay and feel part of the community. The quality, design and sustainability of high density developments need to be futureproof, removing the risk of issues in the future.

- ***Increase opportunities for home ownership*** - the aim to deliver more homes with mortgage products people can afford to buy, enabling them to play a bigger role in the City's economy.
- ***Expand the family housing offer*** - Manchester seeks to create popular neighbourhoods which met the demands of families who want to live in the City: excellent and accessible public and private services; good transport links; and access to high quality amenity provision.
- ***Professionalise the private rented sector across the city*** - good quality, well managed accommodation to rent makes an important contribution to the City's housing, accounting for over half of all economically active households in the city centre and fringe.
- ***Provide appropriate housing options for retirement living –*** as the city grows, there will be an increase in the amount

2.56 The proposal will meet three of these priorities and is therefore considered to make a significant contribution to development in Manchester.

2.57 A key aspect of the Council's supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

2.58 Within the context of the promotion of a range of financial mechanisms by Government that are aimed at increasing housing delivery, the Council is keen to attract major investors, prioritise site release and where possible help secure sites already assembled, target financial products to enable home ownership, assist marketing and deliver a pipeline of priority locations for housing development.

2.59 The proposals represent an opportunity to partially address the requirement through bringing a site to market that will enhance the environment in comparison to the previous use as a cement works and depot.

3 Development Proposals

3.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement prepared by Weedon Architects.

Design Evolution

3.2 The form of the development draws on the successful completion of Potato Wharf Blocks 1 and 2. It provides further accommodation on an underutilised site and reflects a desire from the applicant to deliver a scheme that is viable whilst supporting MCC Policies.

3.3 As set out in Chapter 1, the Applicant now wishes to provide a Build to Rent Scheme as the second phase of the Potato Wharf development rather than an open market development. The consented scheme was therefore appraised to see how it could be adjusted to accommodate Build to Rent best practice design principles. Potato Wharf was original chosen by Lend Lease for conversion to Build to Rent as the original scheme had many positives that would transfer directly from one residential typology to the other. The scheme already had the right number of units, private landscaped amenity at ground floor, minimum core's, common unit types and a good parking provision.

3.4 The main drawback (in the consented scheme) was a lack of communal space within the existing blocks for additional Build to Rent facilities (the only way this could be achieved would be through the loss of units) and the fact that the two blocks were independent of each other potentially resulting in inefficient operational management and the need to go outside to access communal facilities if they were contained in one or the other blocks. This was not considered best practice Build to Rent design and therefore concepts were designed to mitigate / address this.

3.5 Due to the sensitivity of the site, it also soon became apparent that changes to the main block's themselves should be minimal. The original consented scheme has a relationship with the existing two constructed Potato Wharf Block's and the nearby viaducts and canal basins that needed to be respected and ideally retained.

3.6 When considering the provision of amenity facilities, a number of alternative options were reviewed by the Applicant and design team. However it was not considered appropriate to reduce apartment numbers on the ground and potentially first floors to make space for these communal facilities as this would have adversely affected the scheme's viability and funding.

3.7 The design team therefore considered that the most practical, sensitive and workable option was a low level 'link' building between the two consented block's. This would contain all the required communal facilities, with direct links to each block, whilst having minimal impact to the blocks as designed in the consented scheme.

3.8 The scheme has evolved following the technical surveys and assessments undertaken, and in conjunction with discussions with officers at MCC, with regard to planning, highways and environmental health; and Historic England to ensure the most appropriate development for this site.

3.9 Further details of the design evolution are contained within the Design and Access Statement which details how the final development proposals have been progressed.

Design Concept

3.10 The proposed layout continues to mirror the key principals from Blocks 1 and 2 where there are two large blocks reinforcing the alignment of the canals with a low level link building in-between.

3.11 It is proposed that Block 3 sits parallel to the canal basin and along with the existing Block 2 helps to recreate the warehouse relationship that once used to frame either side of these canal basins when the area was a key industrial interchange.

3.12 It is proposed that Block 3 straddles the existing road (Potato Wharf) providing a defined end to Potato Wharf, with the access under and through being defined by a double height space clad in glazed bricks, or similar, to juxtapose against the silver grey brick of the rest of the façade. Historical precedents for this are found across Manchester where glazed bricks are commonly used to form the internal finish to railway arches.

3.13 The two blocks are slightly misaligned so they are relating to the more immediate existing context, Block 3 running parallel to the canal basin / Block 2 and Block 4 sitting at right angles to the viaduct. The misalignment as referenced in the original Block 1 and 2 proposals helps reinforce a sense of movement, like two passing canal boats.

3.14 Blocks 3 and 4 are designed to match those facades of Block's 1 and 2, sitting as two adjacent forms above a timber plinth. The upper blocks are clad in a silver / grey brick to match Block 1 and 2 ensuring material consistency across the development. The irregularity of this brick in colour adds interest to the façade, contrasting with the solid smooth colour of the feature balcony pods.

3.15 The link building will have brick clad areas at the link points to the blocks, with the main central spaces defined by full height glazing to provide a transparency to the building.

3.16 The brick surfaces help the building portray a physical presence responsive to the adjacent viaducts, and surrounding Victorian infrastructure. The proposed timber bases resonate with the large timber lock gates in the area and the deep recessed windows on the top two floors resonant with the deep slots in the adjacent metal railway viaducts.

3.17 The proposed projecting balcony pod's, matching in colour to Block's 1 and 2 have evolved to become an external balcony, allowing the larger apartments to have their own external space. As on the previous phases the justification for these bright vibrant colours is to provide visual contrast with the silver / grey brick and to also reflect the traditional bright primary colours of the historical canal long boats. These vibrant colours will continue through to the link building, highlighting the entrance to the space.

3.18 Both blocks 3 and 4 will have green roofs – which although not easily visible, will be viewable from some of the higher buildings in Manchester and provide biodiversity on the site. The link building will also have a bio-diverse roof, which will be visible from the apartments, allowing the building to blend into the surrounding landscape.

3.19 The undercroft under block 3 is a double height space, with the walls partially clad in glazed bricks, or similar, providing both visual interest and a historical reference to the common Victorian practice of glazed brick lined railway arches.

Use and Amount

3.20 The proposals continues to accommodate a total of 191 residential apartments in two 8 storey buildings. However, the mix of apartments has slightly been altered with an increase in the number of 2-bed apartments. The apartment mix is broken down as follows.

	Block 3	Block 4
Units	112	79
Height	25m	25m
1 Bed Apartment	29	31
2 Bed Apartment	82	48
2 Bed Townhouse	1	0

3.21 A total of 123 car parking spaces are provided for residents, with 114 of these spaces located under the adjoining viaducts, 7 spaces shall be located outside of this car park, and a further 2 spaces shall be located outside of the town house. The existing in-filled railway arch will be maintained and used for cycle parking for the development. Additional parking will also be provided in a cycle store close to the main entrance of the development. This continues to maximise the capacity within the constraints of the site.

Fostering a Community

3.22 The link building brings together the residents of Buildings 3 & 4 by connecting the building cores; which provides opportunity for more social interaction with fellow residents and the building management team. This arrangement also aids the sharing of amenities internally and externally. The central entrance and amenity facilities adds to the residents' experience, with the aim that they feel they are renting the whole building and shared garden space - not just their individual apartment.

3.23 The link also provides a balanced access to the resident's garden with excellent views of the impressive and dominate Grade II listed Castlefield Railway Viaduct. The link building by virtue of its location provides a more sheltered south-facing amenity space for residents and a more useable space.

Space Standards / Lifetime Homes

3.24 The apartments in the proposed scheme meet the criteria required to achieve Lifetime Homes approval and the minimum space standards set out in the London Housing Design Guide. The space standards within the London Guide are adopted by MCC as being appropriate on an interim basis in advance of specific guidance being produced for Manchester City Centre. The design has been carefully considered in line with the space standards and has evolved to ensure the apartments make best use of space afforded to them. This is illustrated on the proposed floorplans submitted with the application.

Layout and Orientation

3.25 Between the two blocks is the low level link building that provides resident community spaces which aims to bring together the residents of both blocks by connecting the building cores and providing opportunity for more social interaction with fellow residents and the building management team. The link also provides access to the private shared garden space, with excellent views of the Grade II listed viaducts. This is a key element of a Build to Rent scheme.

3.26 Car parking will be provided under the three adjacent viaducts to the south of the site. This discrete surface car parking is visually hidden from the main pedestrian thoroughfares whilst still being easily accessible to residents. Ingress and egress is provided along Potato Wharf canal basin, in front of Block 3, providing a traffic free courtyard between blocks 3 and 4.

3.27 Further details regarding the layout of each Block can be found in the Design and Access Statement submitted with the application.

Scale

3.28 The proposed development continues to reinforce views along adjacent streets, echo the geometry of the canal basins and reflect the scale of the existing eight storey Blocks 1 and 2 and provide an appropriate counterpoint to the existing viaduct. The proportions of the blocks also refer to the historic warehouse vernacular of the area.

3.29 The proposed Blocks 3 and 4 continue to closely match the height of the existing Block 1 and 2, which are approximately two storeys higher than the closest viaduct to the development.

3.30 The width of the proposed Blocks 3 and 4 and is comparative to Block 1 and 2, with the lengths varying to suit the changing shape of the site.

3.31 The link building will consist of two storeys, to ensure that the strong linearity of the residential blocks remains and all views across the site to the viaducts are maintained. The link building is sub-servient to the scale and massing of the main residential blocks.

External Appearance

3.32 The proposed development closely follows the visual precedent set by Blocks 1 and 2:

- Timber plinths and terracing on the ground floor providing privacy and security and to give a sense of the building's floating above;
- Each block is articulated along its major axis, with two readable parts either side of a central corridor. The ends of these corridors are fully glazed allowing a visual connection on all floors to the surrounding area;
- The two blocks are slightly misaligned so they are relating to the more immediate existing context, Block 3 running parallel to the canal basin / Block 2 and Block 4 sitting at right angles to the viaduct. The misalignment as referenced in the original Block 1 and 2 proposals helps reinforce a sense of movement, like two passing canal boats;
- Deep window reveals on the upper 2 storeys' relate to the reveals in the metal viaducts and give the building a clear hierarchy;
- Deep recessed balconies help break up the mass of the building and helps the colour protruding clad balconies to have more impact;
- All balcony balustrading is metal post and handrail with glass infill panels with simple detailing;
- Feature colour clad protruding balconies follow a similar theme of Block's 1 and 2 – however these are now external balconies rather than forming part of the apartment itself. This helps provide on a practical level external space for the larger apartments but on an aesthetic level helps give the façade more depth and relief;
- The link building is accessed through a colour clad portico entrance, which protrudes in a similar way to the balconies, to provide a defined threshold to the communal spaces;
- With only the connections back to the blocks clad in brick, the transparent nature of the main communal areas of the link building, with its floor to floor glazing, helps to minimise the buildings impact on the space;
- Both blocks will have a bio-diverse roof – which although not easily visible, will be viewable from some of the higher buildings in Manchester and provide biodiversity on the site; and,
- The link building will also have a bio-diverse roof, which will be visible from the apartments, allowing the building to blend into the surrounding landscape.

Access and Servicing

3.33 The Design and Access Statement submitted with the application provides details of the access and servicing arrangements. These details are outlined below.

Pedestrian / Bicycle

3.34 The layout of the site aims to promote better pedestrian and cycle linkages both across the site and through the wider area. The existing route along the River Medlock is made more attractive and benefit from a greater degree of surveillance afforded by its interface with the proposals. A pedestrian dedicated route is provided between Block 3 and the canal basin allowing the re-opening of the existing pedestrian bridge across the Bridgewater Canal should the bridge's owners allow that to happen.

3.35 A balance is needed between the improved connectivity across the site and the safety and security of residents and the public who will pass through the site. Public routes through the site will be open during daylight hours only. This will be reviewed on a regular basis to take into account how people on foot or bicycle will use the site. This approach has been discussed with Greater Manchester Police.

Private Car

3.36 The main vehicular access to the scheme is from Potato Wharf, residents will drive along a two trafficked access road between Block 3 and the existing canal basin. This route will have an automatic barrier at the junction with Potato Wharf to prevent misuse or any drivers wrongly assuming it is a through route to the A57. Traffic will be prevented from driving under Block 3 by management controlled vehicle gates. The surface treatment will help slow traffic and indicate the route to take.

Car / Cycle Parking

3.37 The car park is accessed via Potato Wharf and is located under the viaduct so not to encroach on public realm or become an overly dominate feature. The viaducts help screen the car park, which is a suitable use for these underused spaces. It accommodates a total 114 cars, 4 of which are accessible spaces sited closest to the core entrances. A further 7 spaces will be provided outside the main secure boundary of the car park and 2 will be located outside of the townhouse, totalling 123 car parking spaces.

3.38 There are also 6 designated motorcycle parking spaces. The secure boundary is provided by a 2m high vertical bar fence to match that of Phase 1 with double vehicular gates at the car-park entrance linked to the fob-controlled access barrier and an adjacent pedestrian gate with keypad access. The car park is fully secure, provided with CCTV coverage, lighting to an appropriate level.

3.39 Cycle parking is provided within the secure car park – in the existing infilled viaduct arch and also close to the main entrance of the development. All spaces will be Secure by Design Compliant.

3.40 Further details regarding security measures are detailed in the Design and Access Statement.

Approach to the buildings

3.41 The approach to all buildings will not be greater than 1:20 and will include level access from the public realm. The raised ground floor level (due to flood protection requirements) is dealt with by feathered steps between the two blocks and gradients less than 1:20 (so they are not classed as ramps). Resident entrances are accessed off the main central courtyard between the two blocks.

3.42 All areas of the building are accessible for all visitors. External doors, lift doors and apartment doors will all provide the required clear openings in accordance with Building Regulations and the scheme has been designed to comply with all Lifetime Homes criteria.

Emergency Vehicle Access

3.43 Vehicle access for both blocks is required for access to the dry riser inlets (within 18m from the appliance access point). Access is available through the undercroft of block 3, and doors are found either side of the link building, adjacent to the dry riser and with easy access to the firefighting lift and stairs of each block. This area outside the link building also provides access to the River Medlock should the emergency services or the environment agency require access.

3.44 Access to both blocks is also available through the car park and the access road between Block 3 and canal basin.

Waste Management

3.45 The refuse strategy is based on guidance provided by Manchester City Council (July 2016). Both proposed Blocks have their own dedicated refuse store that is securely accessibly by residents of each block internally.

3.46 Eurobins will be provided for general waste and recycling. The number of Eurobins and total refuse capacity is as below:

- Block 3 – 12,100 litres required / 11 x 1100 Litre Bins (based Manchester City Council Guidance)
- Block 4 – 12,100 litres required / 11* x 1100 Litre Bins (based on Manchester City Council Guidance)

*7 of the Eurobins allocated for Block 4 are situated in an external bin store.

3.47 The number of bins required and capacity is based on a weekly collection by the local authority and the building operator which is subject to further discussion. The managing agent will have responsibility for taking the Eurobins from each block to their weekly collection point which is likely to be the undercroft under Block 3, close to the proposed concierge office. It is intended that only the managing agent will have access to the car park on the southern end of the site.

Public Realm and Landscaping

3.48 Landscaping is covered in detail in the Design and Access Statement submitted with the application. It provides information regarding the riverside footway, the entrance courtyard and turning head, the car park and access road, the private courtyard, the private gardens, Pocket Park, and the canal edge. Please find a summary below.

Riverside Footway

3.49 The existing connection from Regent Road to Potato Wharf route is re-aligned closer to the existing river wall. The level and width of the route may lower and narrow in the vicinity of Block 4 to avoid excessive loading on the existing river wall which is in poor condition.

3.50 To the riverside a 1m wide planter bed is planted with a mix of native shrub species. These will be managed to a height of approximately 1m. A cast iron post and vertical bar railing sited within a planting bed protects the drop. This railing continues along the river to meet the existing railing close to New Elm Road Bridge to the north.

3.51 The path is resurfaced in Tegula concrete block paving in Charcoal to match the tone of the existing basalt setts; a smoother surface for cycle traffic. This re-surfacing continues to meet the existing edging and bitmac surfacing close to Regent Road. Upstand kerbs to either side of the route are the 145mm wide Conservation type.

3.52 Vehicular traffic for maintenance of the river wall and the advertising hoarding is only permitted along this private route by arrangement with the management company to ensure safety. Bollards under the undercroft of Block 3 will prevent unauthorised access.

3.53 Along the footway to the secure boundary of the site, a mixture of native shrubs along with other ornamental evergreen and berrying shrubs will be maintained to a height of 2m. These will include Amelanchier, Salix, Viburnum, Eleagnus etc. To the northern end of Block 4 an 800 mm high brickwork planter wall, to match the building, protects the façade and ensures that all parts of the route are open to view by users with no hidden corners. Two Magnolia grandiflora will be planted within this planter in addition to groundcover shrubs.

Entrance Courtyard and Turning Head

3.54 Access into the development is made at the western end of Potato Wharf. A short ramp is provided which leads onto a raised table with the vehicular route flush with adjacent pedestrian routes. From this table leads the canal side access road, the double driveway to the adjacent townhouse and access to the entrance courtyard through the undercroft. Access through the undercroft is made via drop bollards, which will be controlled by the management company to prevent unauthorised access.

3.55 Through the undercroft is an open square. Access to the link building is defined by a double row of trees within raised planter beds. The facades of the block ends are softened by raised planter beds with evergreen and flowering groundcover shrubs and taller specimen shrubs.

3.56 Vehicular access to this entrance square will be occasional and limited to essential maintenance vehicles, removal vans etc. The square is designed to allow such vehicles to park without impeding pedestrian flow either to the main entrance or along the riverside footway.

3.57 The area adjacent to the townhouse will be planted with native species. Additional trees will be planted to replace those removed through the construction of Block 3.

Car Park and Access Road

3.58 A 4.8m wide car-park access road runs south alongside the canal basin. Vehicular access along the road is via a fob-controlled lifting barrier. The road's layout reflects that of Phase 1 on the opposite side of the basin. Timber bollards protect the pedestrian route along the canal-side which links Potato Wharf with Castlefield over the Bridgewater Canal footbridge (not owned by the applicant). This 1.5m wide pedestrian route will match that used on the Potato Wharf footway.

3.59 The car-park is paved with bitmac surfacing with parking bays marked out in white lines, and numbered with white paint. Low timber bollards are also used to protect pedestrian movement in the car-park, building elevations from reversing vehicles and cars where spaces/routes are in the line of travel close to the Bridgewater Canal or its basin.

3.60 The re-located sub-station is accessed from the car-park.

Private Courtyard

3.61 The courtyard is accessed from the link building and its position through the link building will ensure that it is a residents' only space. The courtyard gently slopes down from the link building towards the car-park, its southern end protected from vehicles by a row of timber bollards. A planted boundary to either edge offers privacy to the ground floor apartments. In the centre of the courtyard space is a seating area, which will provide the opportunity for communal events.

3.62 The courtyard also acts as a main pedestrian route from the car park to the buildings. This pedestrian route is separated from the building facades, in particular the ground floor units by double level planting beds giving interest and privacy.

Private Gardens

3.63 To the west of Block 4 is an area of amenity open space. A formal lawn area screened from the car-park by beech hedging offers sitting out opportunity for residents in this south-west facing space.

3.64 A series of formal beech hedges reflecting the linear geometry of the Potato Wharf Block's against the viaduct, offer planting bays for swathes of flowering perennial and groundcover planting. This area will house the refuse store, as well as the re-located sub-station, which will be screened by a steel framed, timber vertical panel fence approx. 2m high and by a beech hedge on the garden side.

Pocket Park

3.65 Implemented as part of the works of Blocks 1 and 2, this area of green-space on the corner of New Elm Road and Potato Wharf is currently the location for a temporary car-park. Once this is removed during the proposed works, the hard-standing will be converted to formal lawn and the beech hedging removed.

Safety and Security

3.66 A Crime Impact Statement (CIS) has been prepared by GMP which confirms that the proposed scheme has been found acceptable. The Statement highlights positive aspects of the proposals which include:

- The building will benefit from 24 hour staffing on site, including service managers, night porters and maintenance teams.
- The building managers, concierge and operations spaces are accommodated close to the main entrance with natural surveillance of the central amenity facilities. From this area they have direct views over the residents' garden space and will ensure the efficient delivery of post and parcels.
- The link building also affords a legible entrance to the whole development and would create a stronger sense of security for residents returning late at night.
- A traffic barrier will be provided at the head of the road to avoid anyone accidentally driving onto the car park access road.
- The car park will be appropriately lit and subject to CCTV coverage.
- Apartments on the ground floor facing the car park access road and public footpath will have alarms.
- Apartment windows on the ground and first floor will be PAS 24 compliant.
- Apartments on the ground floor with timber balconies will have PIR security lighting.
- Glass balustrades and timber balconies on the ground floor will be designed to minimise their climb-ability.
- Cycle parking is located within the in-filled viaduct arch. This will be accessed via resident access only doors, well lit and Secure by Design compliant. The cycle store will not be apparent to the public, with no resident cycle parking visible from public accessible routes.
- Main routes, entrances to block's and cycle stores will be covered by CCTV, linked back to the existing CCTV currently in use on Block's 1 and 2.

3.67 The CIS prepared by GMP is submitted in support of the application and the comments have been considered by the Applicant, who will factor these requirements into the management proposals for the occupied building.

4 Planning Policy

4.1 This section lists relevant adopted planning policy which has been considered as part of the preparation of the planning application. The review covers national and local planning policies as well as other relevant guidance, where appropriate.

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the Plan unless material considerations indicate otherwise".

4.3 In this case, the Development Plan comprises:

- Manchester Core Strategy.
- Manchester Unitary Development Plan Saved Policies.

4.4 In addition, at the national level and City Regional level, the National Planning Policy Framework, March 2012 ("NPPF"), National Planning Policy Guidance 2014 ("NPPG") and Greater Manchester Growth Strategy represent important further material considerations.

4.5 The assessment in this section will demonstrate that the proposals are in accordance with Manchester's Core Strategy the Development Plan, and can be defined as a sustainable development in line with the NPPF.

National Planning Policy

4.6 The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

4.7 In Manchester, the relevant development plan is the Core Strategy Development Plan Document 2012-2027 (the *"Core Strategy"*) adopted in July 2012, saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

4.8 The policies within these documents relevant to the application proposals are considered in detail later on in this section.

National Planning Policy Framework

4.9 The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

4.10 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of bio-diversity to achieving net gains for nature;
- Replacing poor design with better design;

- Improving the conditions in which people live, work, travel and take leisure; and, widening the choice of high quality homes.

4.11 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

4.12 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

4.13 The scheme has been the subject of pre-application discussions with officers at MCC, GMP and Historic England as well as nearby businesses and residents.

Core Planning Principles

4.14 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- Be genuinely plan-led;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future in a changing climate and encourage the reuse of existing resources;
- Encourage the effective use of land by reusing land that has been previously developed; and,
- Promote mixed use developments, and encourage multiple benefits from the use of land.

4.15 Paragraphs 19 and 20 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

4.16 Section 1 (Paragraphs 18 to 22) is entitled 'building a strong, competitive economy'. It emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system. In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

4.17 The proposals will increase the use of a site which has first obtained consent in 2009 and add to the regeneration of this area of the City Centre.

4.18 The proposals will deliver a new residential apartment scheme which, in line with the core planning principles, encouraging the effective re-use of land. The development will be of high design quality, creating a dynamic and interesting building whilst remaining respectful to the surrounding environment.

Promoting Sustainable Transport

4.19 Chapter 4 of the NPPF deals with the promotion of sustainable transport. Paragraph 30 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

4.20 Paragraph 35 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

4.21 In line with NPPF policy, the location and design of the scheme exploits opportunities for the use of sustainable transport modes. The location of the site within walking distance of Bus, Rail and Metrolink Stations maximises the opportunity for residents to utilise existing sustainable transport infrastructure.

4.22 The proposed development will encourage the use of public transport, and reduce reliance on the car due to the site's excellent links to public transport as detailed in the accompanying Transport Assessment and inclusion of a secure cycle store

4.23 .

4.24 The application site is highly accessible for pedestrians and cyclists.

4.25 In summary, the application proposals fully accord with the objectives of NPPF's sustainable transport policy.

Requiring Good Design

4.26 The Government attaches great importance to design, as a key aspect of sustainable development (Paragraph 56). As such, the NPPF encourages support for proposals for new development that are designed to:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- 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 development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Be visually attractive as a result of good architecture and appropriate landscaping.

4.27 The Design and Access Statement prepared by Weedon Architects, which has been prepared in support of this application, outlines the key design drivers and philosophy for the building.

4.28 The development will incorporate energy saving strategies to limit the use of energy.

4.29 A Crime Impact Statement is submitted in support of the proposals. This identifies that the design of the proposals are consistent with the current principles and standards of 'Crime Prevention through Environmental Design', and that they contain many positive features that reduce opportunities to commit crime.

Promoting healthy communities

4.30 The NPPF advises that the involvement of all sections of the community in the development of Local Plans and in planning decisions is critical to the promotion of healthy communities.

4.31 The proposals have been the subject of consultation and collaboration which has informed the evolution of the scheme at every stage.

4.32 Paragraph 69 advises that the planning system should aim to achieve places which promote:

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood

centres and active street frontages which bring together those who work, live and play in the vicinity;

- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

4.33 The design of the scheme seeks to develop residential communities through the amenity opportunities provided as part of the proposals encouraging residents to interact with one another. The proposals incorporate features which minimise opportunities for crime and disorder and is supported by the Crime Impact Statement as noted above.

Meeting the challenge of climate change

4.34 In respect of climate change, paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- Plan for new development in locations and ways which reduce greenhouse gas emissions;
- Actively support energy efficiency improvements to existing buildings; and
- When setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

4.35 Further to this, paragraph 96 states that local planning authorities should expect new development to:

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the Applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

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

Conserving and enhancing the historic environment

4.37 Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance sufficient to understand the potential impact of the proposals on their significance.

4.38 In determining applications, the following considerations should be taken into account:

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

4.39 Where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

4.40 A full consideration of the impact on the historic environment is set out in the Heritage Statement prepared by Turley which accompanies this application. In the context of Paragraph 134 of the NPPF, it is demonstrated that the proposed development will not result in any harm, in terms of visual impact on

the character and appearance, on surrounding heritage assets. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development. The proposals are supported by the response received from Historic England, which states that the proposal will not harm the significance of the identified heritage assets.

Ensuring the Vitality of Town Centres

4.41 The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres. The site is located within Manchester City Centre and is situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion. Proximity to Manchester City Centre's range of services means that access can be achieved without generating further car borne trips.

4.42 The proposals will support the economic growth and vitality of Manchester City Centre, as described in the introductory sections of this report.

Delivering a wide choice of high quality homes

4.43 Section 6 of the NPPF sets out policy surrounding on housing. In particular, Paragraph 50 of the NPPF is relevant and states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

4.44 The proposals meet the aspirations set out in Paragraph 50 through providing an efficient, high-density development that will bring 191 apartments which will comprise one, and predominantly (68%) two bedroom apartments in a sustainable location within Manchester City Centre.

4.45 Manchester is a rapidly growing city with one of the highest population growth rates in the UK twinned with a strong economic resurgence post-recession. Both of these factors combined mean that significant investment in housing is required and, as importantly, it is required to be in the most suitable locations. The City Centre is the biggest source of jobs in the region and schemes that service its needs in terms of providing suitable accommodation should be supported.

Summary of the NPPF

4.46 The application proposals accord fully with the key tenets of relevant the NPPF. The proposals will provide a high quality residential development in an accessible City Centre location that will integrate with and support existing surrounding uses.

4.47 The proposals are of the highest design quality and will create a dynamic and interesting building whilst complementing the surrounding area, and help to revitalise this area of the City Centre.

4.48 The scheme has excellent sustainability credentials and accords fully with Government's objective of encouraging sustainable development. The application site is located on previously developed land within the City Centre and easily accessible by a range of modes of public transport.

National Planning Practice Guidance

4.49 The National Planning Practice Guidance (NPPG) was finalised in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the document fits in the wider objectives of the current coalition government's attempt to make the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012 which considered ways to streamline policy.

Design

4.50 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

4.51 With particular reference to housing design issues the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries.

4.52 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.

4.53 The proposed development represents a well-designed solution for the site. The proposals are backed up and influenced by a strong pre-application consultation strategy including liaison with Historic England and Manchester City Council.

Before Submitting an Application

4.54 This section sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

4.55 This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development;
- Discussion of possible mitigation methods against impacts of proposed development; and
- Identifying the information required to accompany a formal planning application.

4.56 The proposed development has been influenced by a comprehensive pre-application consultation strategy which is set out in the Statement of Community Consultation. The strategy has included liaison with many stakeholders in addition to the Local Planning Authority, including: local Ward Councillors, Historic England, Greater Manchester Archaeological Advisory Services, Greater Manchester Police. Local residents and business were also informed of the proposals through a consultation event.

Travel Plans, Transport Assessments and Statements in Decision Taking

4.57 The NPPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development.

4.58 Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis. The planning application is supported by a Transport Statement and Travel Plan prepared by Shepherd Gilmour which broadly states the proposed development will not have a significant impact on additional traffic movements due to its favourable position within the City Centre.

Viability

4.59 The NPPG sets out guidance on viability and references the NPPF Paragraph 173 which has regard to viability and decision making. The NPPG goes on to say that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible.

4.60 The NPPG sets out three underlying principles for understanding viability in planning:

- Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally, understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.
- Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.
- A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.

4.61 In terms of viability and decision taking the NPPG sets out a number of sections detailing guidance for applicants and Councils. Broadly, it states that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This matter is considered further in relation to the Council's specific policy requirements in relation to Planning Obligations.

4.62 With particular reference to brownfield sites, the NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.

4.63 To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use.
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

4.64 The application site is a brownfield site and its previous use as a cement works detracts from the character and appearance of the conservation area. The proposed development will signify presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which help revitalise the area and act as a catalyst for further development.

Local Policy

Manchester Local Development Framework

4.65 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester.

Core Strategy

4.66 The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

4.67 The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision. Relevant policies are summarised below.

Core Strategy Policy	Contribution and Benefits
Policy CC3 Housing – The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027.	*The proposals will deliver 191 residential units, contributing towards meeting overall housing targets, within Castlefield which is highlighted a key area for residential development under Policy CC3.*
Policy CC6 City Centre High Density Development – City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.	*The proposals are of a high density that reflects their highly accessible, City Centre location, and have been designed at a height, scale and massing that reflects their context.*
Policy CC9 Design and Heritage Design – New buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.	*The proposed development has been designed with due regard to principles of scale, height, massing, alignment, material and use, with a contemporary architectural idiom, which is consistent with contemporary development in this area and also the character and appearance of the wider townscape. The proposals will deliver a high density development which will enhance the architectural and urban qualities within and surrounding the subject site.*
Policy CC10 A Place for Everyone – The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	*The units within the development will be a mix of one and predominantly two bedroom apartments which will appeal to a wide range of people from single professionals and young families to older singles and couples.*
Policy H1 Overall Housing Provision – Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the	*There is a clear and identified need for additional housing within Manchester and the proposals will provide 191 units towards the annual requirement for housing within the City.* *This site will contribute towards the ambition that 90% of new housing*

Core Strategy Policy	Contribution and Benefits
Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester. High Density developments (over 75 units per hectare) are considered appropriate the City Centre. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. 90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate … if this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. Proposals for new residential development should take account of the need to: • Contribute to creating mixed communities by proving house types to meet the needs of a diverse and growing Manchester population • Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations. • Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area. • All proposals should make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a	*be built on brownfield sites as the site was previously developed and is currently vacant and in poor condition.* *The proposals are situated within the City Centre and the mix of units (one and predominantly two bedroom apartments) within the building is appropriate for the area.* *The site is in a sustainable location within the City Centre and ideally located within close proximity to a number of key transport routes, as outlined earlier within this document.*

Core Strategy Policy	Contribution and Benefits
result of the development. • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (i.e. flood risk) • Be designed to view privacy to both its residents and neighbours.	
Policy H8 - Affordable Housing – affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: • There is a very high level of affordable housing in the immediate area; • There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;	*A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable and capable of being developed; however, the appraisal cannot support affordable housing. The architecture and external appearance of the building and public realm enhancements to the area have been maximised within the viability constraints of the development appraisal.* • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; and, • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

Core Strategy Policy	Contribution and Benefits
• Affordable housing would be prejudicial to the diversification of the existing housing mix; • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.	
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.	*The Design and Access Statement and Environmental Standards Statement submitted in support of this application demonstrate the urban design and environmental analysis which has underpinned the evolution of the preferred, carefully considered design proposals for the site.*

Core Strategy Policy	Contribution and Benefits
Policy EN3 Heritage – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.	*Assessment of the potential visual impact of the proposed development has demonstrated that there would be an overall minor beneficial impact of the scheme on the wider townscape.* *It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm that may be revealed, and will sustain the heritage values of the identified heritage assets.* Further information can be found in the Heritage Statement submitted as part of this planning application.
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq.m will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development	*A SAP assessment of the proposal has been carried out in line with the Energy Hierarchy as set out in MCC's Core Strategy. Passive energy efficiency improvement has been incorporated into the design and Active Low Zero Carbon Generating Technologies are incorporated. The target for the scheme is to achieve energy performance in line with standards equivalent to Code Level 4 of the Code for Sustainable Homes.*
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	*The Energy Statement submitted as part of this planning application provides full details in respect of how the building has been designed to consider adaptability in relation to climate change.*
Policy EN14 Flood Risk In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise	*The site falls within Flood Zone 2. A Flood Risk and Drainage Statement accompanies the application and provides recommendations to prevent flooding.*

Core Strategy Policy	Contribution and Benefits
surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	
Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	*The Design and Access Statement includes a Refuse Strategy which details how both construction and operational waste will be dealt with.*
Policy T2 Accessible Areas of Opportunity and Need - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	*The site is situated within the City Centre and lies within close proximity to Deansgate Rail station which provides direct connections to the airport and UK cities. The expansion of the Metrolink will also provide further connections around Greater Manchester.* *A Transport Statement and Travel Plan are submitted with this application demonstrating the appropriateness of the location and the minimal impact that the development will create in terms of extra traffic.*
Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	*Various supporting documents have been submitted detailing how the proposals have regard for issues that might impact on the surroundings.*

Saved Policies of the Manchester Unitary Development Plan (1995)

4.68 Whilst the Core Strategy superseded a large number of policies set out in the UDP several were 'Saved' in 2012 and are still in effect today.

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
Policy DC7 New Housing Development - The Council will	*The proposals will be accessible for disabled people. Further*

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.	*information is contained within section 5 of this Statement and the Design and Access Statement.*
DC26 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.	*The development will provide residential apartments in a mixed use area.* *Noise during the construction process will be managed through the implementation of a Construction Management Plan which will enforce times of working etc. as to cause minimal disruption to residents within the local area.*

Guide to Development in Manchester SPD (2007)

4.69 The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards are set out in the table below.

Guide to Development in Manchester Policy	Contribution and Benefits
Buildings height should be carefully considered It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.	*The proposals are considered to be at an appropriate height for the area. The supporting documents namely Sunlight / Daylight and Wind Assessments assess the impact of the proposals.*
New developments should maximise access for disabled people The Council will expect developers to	*The design of this building has developed from first principles with an inclusive approach to allow easy, safe and secure access*

Guide to Development in Manchester Policy	Contribution and Benefits
comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.	*to all areas of the building for disabled residents and their visitors. Further information is provided within the supporting Design and Access Statement.*

5 Site Specific Planning Issues

5.1 This section sets out the site specific planning issues that should be considered in the assessment of the proposals.

Principle of Residential Development

5.2 The principle of the proposed development is established by the extant planning permission, the Water Street SRF and local policy including the Core Strategy and Residential Growth Strategy.

Waste Management

5.3 A refuse and recycling strategy is contained within the Design and Access Statement as set out in Section 3 of this Statement.

5.4 The refuse strategy is based on the Waste Storage and Collection Guidance for New Developments 2016 provided by Manchester City Council. Both proposed Blocks have their own dedicated refuse store that is securely accessibly by residents of each block internally. Waste collection will be on a weekly basis in line with the guidance.

5.5 The number of bins required and capacity is based on a weekly collection agreed between MCC and the building operator which is subject to further discussion. The managing agent will have responsibility for taking the Eurobins from each block to their weekly collection point, which is likely to be the car park on the southern end of the site.

Crime

5.6 A CIS has been prepared by GMP: Design for Security and is submitted as part of this planning application. The Statement highlights positive aspects of the proposals which will reduce the risk of crime at the site.

5.7 A full response to the matters raised by the Design for Security team is provided within the Design and Access Statement.

Heritage and Visual Impact

5.8 The proposed development will continue to maintain the character and appearance of the Castlefield Conservation Area, and introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development.

Sustainability

5.9 The Environmental Standards Statement prepared by Hulley and Kirkwood highlights that the proposed development continues to demonstrate best practice in sustainable design.

5.10 The application has been prepared based on MCC's validation requirements and therefore a pre-assessment has been prepared and is submitted as part of the planning application. However, following the Government Ministerial Statement issued on 25 March 2015, Code for Sustainable Homes has been removed. As a result, Local Planning Authorities can no longer enforce any current policy requirements requiring compliance with the Code, other than for water and energy efficiency targets.

5.11 It is therefore inferred that the wider Code Level 4 requirements of the MCC Core Strategy cannot be stipulated as a planning condition. The Applicant has, however, chosen to pursue the preparation of Code Pre-assessments in order to ensure that the principles of the Code inform the ongoing development of

the proposals before new guidance is implemented. The Applicant has an aspiration to achieve a Code Level 4.

5.12 The development's energy consumption and therefore CO emissions will be minimised through the use of passive design techniques in conjunction with best practice plant and equipment and LZC technologies where appropriate.

5.13 The energy strategy for the proposed Potato Wharf Blocks 3 & 4 has been developed in line with the Energy Hierarchy set out in Manchester City Council Guidance Appendix A: Energy Target Explanation. The design will focus primarily on maximising energy efficiency by addressing the following key aspects to minimise energy demand and maximise central plant efficiency;

5.14 Minimise Energy Demand – This first tier in the energy hierarchy aims to reduce the amount of energy required on site by, for example, minimising the building fabric values, optimising building air tightness or installing low energy light fittings.

5.15 Minimise Fuel Consumption – The second tier in the energy hierarchy aims to reduce the fuel consumed by the development by optimising central plant efficiencies and installing intelligent controls to optimise the efficiency of the relevant systems.

5.16 Further to this an appraisal of Low Zero Carbon Generating Technologies has been carried out to identify the most suitable on-site technology to further reduce CO2 emissions once all practical energy efficiency improvements have been incorporated.

5.17 The outcome of this has been to include a gas fired combined heat and power (CHP) engine to provide a proportion of the building base heating and hot water demand through use of a communal heating system.

5.18 A 'Whole Building' SAP analysis has been prepared to determine the proportion of the annual heat load that would be required to meet the requirements of:

- Appendix A of the Manchester Core Strategy, a 15% reduction in CO2 emissions relative to Part L2 2010;
- Code for Sustainable Homes Level 4, a 25% reduction in CO2 emissions relative to Part L2 2010.

5.19 The development proposals will deliver dwellings which significantly exceed Building Regulation compliance in terms of energy performance and associated CO2 emissions. The dwellings will incorporate high levels of material specification and designed attributes including:

- Good levels of thermal insulation within;
- cavity wall construction;
- floor plates;
- roof voids;
- Highly efficient glazing units;
- Dedicated low energy light fixtures;
- Detailing to limit air leakage heat losses through air permeability;
- Highly efficient extract fans and ventilation systems;
- Controls to efficiently manage the heating system.

5.20 Regarding transport, the site is located close to Manchester City Centre and benefits from the public transport network. Deansgate and Oxford Road railway stations are within a 20 minute walk from the site.

5.21 The site is also surrounded by good quality pathways for pedestrian access which are well lit with signalised pedestrian crossings. Secure cycle spaces are also provided within the proposals.

5.22 Further information is contained within the Environmental Standards Statement and Energy Statement, both prepared by Hulley and Kirkwood.

Construction Methodology

5.23 The Environmental Standards Statement prepared by Hulley and Kirkwood describes the proposed construction methodology.

5.24 The scheme will be registered against the Considerate Constructors Scheme (CCS). CCS is a nationally recognised resource which utilises regular site visits to ensure compliance. CCS provides a mechanism for the Principle Contractor to demonstrate that through their site activities they are:

- Being organised, clean and tidy;
- Ensuring that the external appearance of the site enhances the image of the industry;
- Enhancing the appearance of facilities, stored material, vehicles and plant;
- Raising the image of workforce by the appearance;
- Identifying, managing and promoting environmental issues;
- Seeking sustainable solutions, and misaiming waste, the carbon footprint and resources;
- Minimising impact of vibration, and air/ light / noise pollution; and
- Protecting the ecology, the landscape, wildlife, vegetation and water courses.

5.25 The Principle Contractor will aim to achieve a CCS score of 32 to 40, addressing the following core scoring sections equally:

- Enhancing the Appearance
- Failure
- Major non compliance
- Minor non compliance
- Compliance
- Good
- Very Good
- Excellent
- Exceptional
- Innovative

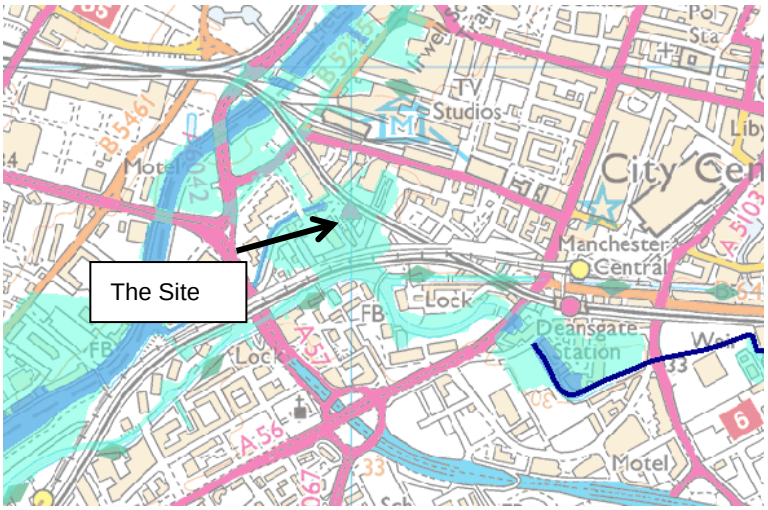
5.26 The construction programme will run approximately 24 months within which there will be elements of demolition, ground works, foundations, frame construction, facade cladding and internal fit out. The procurement of the Works will determine the start on site date. The target practical completion date is January 2018.

Flood Risk and Drainage

5.27 The site lies within Flood Zone 2, a medium risk of flooding, as shown in the figure below.

5.28 The Flood Risk Assessment and Drainage Statement prepared by Shepherd Gilmour has been prepared in accordance with the requirements of the NPPF and associated Planning Practise Guidance.

5.29 In referring back to table 3 of the NPPF Guidance notes the compatibility of the proposed usage with the



defined flood zone is confirmed as acceptable. The risk of Pluvial Flooding is therefore considered low.

5.30 There is a medium risk of Fluvial flooding as the site is located within Flood Zone 2 according Environment Agency Maps and Strategic Flood Risk Assessment (SFRA).

5.31 Fluvial Flooding occurs through the generation of surface water flows from impermeable surfaces. These flows will follow the general topography of the site and can result in building inundation if the topography channels the water towards it. Fluvial flooding is mitigated through the development of a site levels strategy that conveys any surface water flows away from the building.

5.32 The risk of Fluvial Flooding is therefore considered low.

5.33 There is a low risk of flooding from the Bridgewater Canal due to high level overflows between the Manchester Ship Canal and the River Medlock. The estimated flood levels are lower than from the River Medlock levels and are therefore ignored.

5.34 There is a low risk of flooding from Pluvial Runoff. The SFRA identifies the site has a "low susceptibility" risk to surface runoff.

5.35 There is no risk of flooding from tidal sources, ground water, artificial waterbodies or sewers.

Surface Water Strategy

5.36 Based on the topography of the site a proposed connection to the Bridgewater Canal would require a pumped solution. Hence a connection to the River Medlock via gravity is the preferred outfall.

5.37 The proposed surface water drainage will consists of two networks which will provide the most effective water treatment. A copy of this layout has been included within the FRA at Appendix F.

Curtilage Runoff – Network 1

5.38 In accordance with NSSDS, surface runoff from the canopy must be isolated from other sources to avoid contamination. The runoff is classified as "low hazard" and requires no treatment before discharging into a waterbody.

External Runoff – Network 2

5.39 Runoff from the proposed externals is classed as a "medium hazard" and requires two forms of treatment. Therefore gullies, channels etc. which capture the runoff, will require sump outlets which will prevent sediment entering the network and progressing onto the waterbody.

5.40 The second stage of treatment will be by passing flows through a full retention separator. This will treat the runoff by removing oil, chemicals and suspended solids before discharging into the water course.

Climate Change

5.41 The detailed surface water design will be required to make an allowance for future climate change. The NPPF states that rainfall intensities used to calculate runoff volumes should be multiplied by 30% for this proposal.

Estimated Storage

5.42 The proposed development will be restricted to 70% of the existing peak runoff rate and as a result some attenuation will be required. This has been estimated to be between 150-250m3 based upon the peak flowrates shown in the FRA at Table 5.5.

Finished Floor Levels

5.43 Based on the existing topography of the site and the level of the proposed outfall there should be no drainage issues that dictate floor levels. However the proposed buildings should be set no lower than 26.800 AOD as discussed in Section 4 of the FRA.

Foul Water Strategy

5.44 **T**he foul water drainage will serve the proposed buildings perimeter before discharging into an onsite pumping station. The effluent will then be pumped to United Utilities combined sewer which is located in New Elm Road.

Foul Water Flows and Storage

5.45 The proposed flow rate allowed to be discharged from the site will be agreed with United Utilities during the detail design. The proposed pump station must be design in accordance with Building Regulations Document H1 and Sewers for Adoption 6/7th Edition.

5.46 The proposed site requires a pumped solution for the foul drainage and therefore has no restrictions on the proposed finished floor levels. However the proposed buildings should be set no lower than 26.800m AOD as per Section 4 of the FRA.

Ground Conditions

5.47 A Phase 1 Report and a Phase II Report have both been prepared in support of the application by e3p. A copy of both reports has been submitted as standalone documents as part of the planning application.

5.48 The report concludes the site is un-used but there are still structures present associated with the site's former use as a concrete works and container sales and hire business. Based on the absence of any current activities there are not considered likely to be on-going environmental issues.

5.49 The historic presence of a range of industrial works and processes on site and within the immediate locality may give rise to a number of potential contaminants within the Made Ground including heavy metals, PAHs, hydrocarbon compounds and Asbestos Containing Material.

5.50 In consideration of the proposed development, the site will be multi-storey residential structures, with associated hard-standing cover (access roads / parking) thus removing any potential dermal contact and soil ingestion exposure pathways. In areas of landscaping, a cover system may be required.

5.51 Should any mobile impact be present, this may pose a risk to the adjacent River Irwell as there is a potential migration pathway through the underlying shallow Sandstone bedrock which may provide base flow. The underlying Sandstone aquifer itself is considered to be lower sensitivity receptor as there are no current groundwater abstractions within the immediate surrounding area.

5.52 Made Ground underlying the site may be a source of hazardous ground gases which can accumulate within deep excavations / internal spaces and pose a potential risk to construction workers and future end users, respectively. Should gas be present the risk can be mitigated though the provision of appropriate gas measures.

5.53 Based on the historical development of the site there is likely to be made ground present beneath the site particularly in the vicinity of the backfilled former canal basin. In addition to this there are likely to shallow relict structures and foundations underlying the site.

5.54 Information from BGS data indicates that shallow sandstone bedrock is likely to be present but the site is not considered to be within a coal mining risk areas.

Archaeology

5.55 In order to secure archaeological interests and inform the development process, the Applicant commissioned Oxford Archaeology North (OA North) to undertake an archaeological assessment of the proposed development site. This aimed to establish, as far as possible, the nature and significance of the sub-surface archaeological resource within the area, and assess the impact of any future development upon this resource.

5.56 In total, 60 heritage assets have been identified within a radius of 250m, of which only six lie within the site boundary. Two of these sites, the Manchester South Junction and Altrincham Railway Viaduct and the Cheshire Lines Railway Viaduct, are both afforded statutory designation as Grade II listed buildings. It is not anticipated, however, that the proposed development will have any direct impact on these designated heritage assets. Of the non-designated sites of buried archaeological interest, it is likely that only one has any potential to survive in-situ. This comprises an infilled basin for the Bridgewater Canal, which appears to have been built in the second quarter of the nineteenth century, and is considered to be of Regional/County interest. Any buried remains of this historic feature would merit archaeological investigation, where it will be directly affected by development. In addition, a small warehouse considered to be of Local/Borough importance would merit an archaeological record compiling in advance of its demolition. An English Heritage Level II-type survey would be an appropriate level of recording.

5.57 A Written Scheme of Investigation, prepared by Salford Archaeology, has also been submitted in support of this application.

Transport Statement

5.58 A Transport Statement has been prepared by Shepherd Gilmour Infrastructure Ltd which supports the application.

5.59 The Transport Statement concludes:

- The proposed site is located in an accessible location close to amenities and facilities within Manchester and to the local bus stops, metro stops and railway station. The main roads running through the area have walking provision and access to bus services.
- The traffic generation has been estimated using sites within the TRICS database and distributed onto the local network. The forecast generation is approximately 40 to 45 trips during the peak period.
- The impact of the proposals on the local road network will not be material and there are no off site highway works required.
- Overall, suitable access to the site can be achieved and the impact on the local roads will not be severe, in accordance with NPPF paragraph 32.

Wind

5.60 Urban Microclimate has undertaken a Wind Microclimate Study. The experience-based desk study has been carried out to assess the potential impact of the proposed Blocks 3 and 4 development on pedestrian level wind conditions in and around the site. The assessment considers the proposed development massing and exposure in conjunction with long term wind climate statistics applicable to the site and provides an expert review of the likely suitability of wind conditions based on the industry standard Lawson criteria for pedestrian comfort and safety.

5.61 The study concludes the proposed development is not expected to have any significant impact on the pedestrian level wind conditions within the surrounding area in terms of either pedestrian safety or comfort. Further details can be found in the Wind Microclimate Study report that accompanies the planning application.

Sunlight / Daylight

5.62 A Sunlight, Daylight and Overshadowing Assessment has been carried out by Hulley and Kirkwood, which confirms the reduction to daylight and sunlight levels will for many areas not result in sunlight or daylight levels dropping by more than 20% of current values and dropping below the best practice design thresholds set out in BRE guidelines.

5.63 Within the context of this analysis it should be understood and accepted that the development of Potato Wharf has always envisaged the construction of Blocks 3 and 4. Prior to purchase of apartments in Block 2, buyers were made aware that the potential existed for future phased developments. It is anticipated that the construction of Block 3 will have the same relative impact on Block 2 as Block 2 has on Block 1. To date not complaints have been received from residents of Block 1 regarding the levels of daylight or sunlight received.

5.64 In summary, whilst the development does result in some effect on the neighbouring residential properties, these are considered typical for an urban city centre environment. In the context of the city centre setting it is considered that the overall impact of the proposed development is appropriate in this context.

Television

5.65 A Television Reception Survey has been carried out by TVA Installations in respect of the Development and is submitted in support of the application.

5.66 The elevated railway track south of the site is the main obstacle to overcome in order to obtain reception. With the exception of Linby Street, which is not located near the site, all signals and their quality were good.

5.67 As the proposed development height does not exceed the height of the existing blocks, the survey concludes the development should not have an impact on the TV reception in this area.

Ecology

5.68 An Extended Phase 1 Habitat Survey prepared by WSP Parsons Brinckerhoff supports the application

5.69 The report concluded that:

- The site largely comprises areas of hardstanding with more naturalised habitats around the periphery. The most valuable of these are considered to be the dense scrub and semimature trees which borders the north-western boundary of the site, along the River Medlock, and offer habitat for wild birds and bats. Two buildings and an enclosed viaduct archway on site are also considered to offer low to moderate roosting opportunities for bats.
- No impacts upon internationally designated sites within 10km or statutory/non-statutory sites within 2km are expected from the Proposed Development.

- The site has the potential to support mostly common species of bats which receive protection under wildlife legislation and are therefore a material consideration in the planning process. The site was also noted for its potential to support black redstart, a species which is listed as an Amber species on the BTO list of Birds of Conservation Concern, and for other bird species considered to be common to the surrounding area.
- Avoidance of contravention of legislation regarding birds is recommended through appropriate timing of vegetation clearance or the completion of nest searches prior to the commencement of works. Bat activity and roost surveys are recommended to ensure that no bat roosts are present on site and to inform mitigation requirements.
- Ecological enhancement has been recommended where possible and appropriate, including the implementation of a green roof, planting of native shrubs and tree species to create habitat connectivity through the site, and the installation of bird and bat boxes.

5.70 A brown and / or green roof has been included in the proposals together with planting of native shrubs and tree species. The Design and Access Statement submitted with the application provides further details regarding the landscaping strategy. It is therefore considered the proposal is acceptable in ecological terms.

Noise

5.71 An Environmental Noise Survey has been undertaken by Hoare Lea Acoustics and is submitted as part of the application.

5.72 Based on the criteria stipulated by MCC, the overall maximum sound pressure levels for fixed plant, equipment and machinery associated with the development shall not exceed 44 LAeq , dB (07:00 to 23:00 hrs) and 23 LAeq , dB (23:00 to 07:00 hrs). All noise generating plant and equipment associated with the development will be designed to ensure that the noise egress limits specified above are achieved. The specific attenuation measures will depend on the type and location of the plant items.

5.73 Based on the results from the environmental noise surveys carried out across the site, the acoustic performance requirements of the glazing has been determined to achieve the internal noise level requirements specified in the Survey.

5.74 The positioning and orientation of the building relative to nearby roads and the railway will alter incident sound levels at the individual elevations of the building. Considered on a specific room by room basis, this would result in a large range of performance requirements and window types. It is considered that this would not be practicable or cost effective and, consequently, the proposals are to rationalise and minimise the number of window types on the basis of generic requirements required to achieve the right performance in all apartments, which are detailed in the Survey.

6 Summary and Conclusions

6.1 This Statement accompanies an application for full Planning Permission and Listed Building Consent, submitted to MCC on behalf of the Applicant, in respect of the development of Blocks 3 and 4 at Potato Wharf, Castlefield in Manchester City Centre for residential use. Planning permission was previously granted in November 2015 for a development that is principally the same as that now proposed.

6.2 Full Planning Permission is sought for the demolition of the existing buildings on the site and the construction of two residential blocks with landscaping and the other associated works as set out above. Listed Building Consent is sought for the creation of surface car parking and bicycle parking within the curtilage of the three viaducts which are Grade II Listed structures. These works relate to the provision of the parking facilities on the site which will be located under the viaducts. The works within the curtilage of the Listed Viaduct also relate to the formation of a doorway within the existing brick infill (not original fabric). These works will not adversely affect the special character of the Listed Viaduct or its setting.

6.3 The Potato Wharf Blocks 3 and 4 residential-led development proposals will include:

- 191 residential apartments, divided over two blocks:
- Block 3 (112 dwellings):
  - 29 No.1 bed apartments
  - 82 No.2 bed apartments
  - 1 No.2 bed townhouse
- Block 4 (79 dwellings):
  - 31 No. 1 bed apartments
  - 48 No. 2 bed apartments
- Servicing and management facilities including concierge area, residents only gym and waste stores.

6.4 The architectural design and detailing of the building has been developed to a high standard appropriate to its local context and respectful of existing heritage assets.

6.5 The Heritage Statement acknowledges the exceptional quality and design of the proposed development and the enhancement to the surrounding townscape, which will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets.

6.6 The proposals have been designed to deliver a viable use and development of a brownfield site. Furthermore, the scheme will provide a landmark development on this gateway site that will contribute to Manchester's housing supply, an essential component in the delivery of projected economic growth.

6.7 The site is located in a highly accessible location within close proximity to Deansgate Station which offers national rail links to local stations, Manchester Airport, Liverpool, Leeds and further afield. The site is also within walking distance of the Regional Public Transport Hub in terms of Manchester Piccadilly Station and also Oxford Road Station. Both Oxford Road Station via the Northern Hub project and Manchester Piccadilly via HS2 have committed investment to increase capacity and improve services. This is significant investment that will provide an important foundation for economic growth in the City.

6.8 In addition, the site is close to major bus routes along Oxford Road as well as St Peter's Square and Deansgate-Castlefield Metrolink stops. Both bus (Cross City Bus) and Metrolink (Network Expansion) are equally going through a programme of investment and enhancement.

6.9 The site's proximity to transport links and its proximity to a wider range of employment, leisure, retail, cultural and educational opportunities means it is an appropriate location for high density development which maximises the use of the land, whilst contributing successfully to the City's townscape.

6.10 The sustainability credentials of the building have been maximised within the viability constraints of the development.

6.11 The surrounding area has experienced dramatic change over the past decade from an industrial area to a modern residential hub. The proposals will add further residential development to the area. The proposals relate to a key regeneration site in the Regional Centre – the economic driver for the City Region. The proposal will deliver much needed new residential development taking into account Manchester's projected economic and population growth estimates.

6.12 Without new residential development in the places people want to live (such as the city centre) Manchester will not be in a position to fulfil its economic growth potential or increase its overall productivity levels.

6.13 In addition, the proposed development will deliver temporary jobs throughout the construction phase.

6.14 The application proposals have been prepared by the Applicant in consultation with Manchester City Council and a range of technical stakeholders, as well as adjoining owners and occupiers.

6.15 Overall, it is considered that the proposals are in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy. The proposal therefore merits the support from the City Council and the grant of Planning Permission.

Deloitte.
Real Estate

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