Application Number	Date of AppIn	Committee Date	Ward
129127/FO/2021	18 Jan 2021	29 July 2021	Hulme Ward

Proposal Demolition of the existing building on the site and the erection of a residential-led mixed use development within a part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses - Use Class C3), 338 sq. m. of commercial floorspace (Use Class E), car parking (11 spaces) and cycle parking (237 spaces) at ground floor level, new public realm and landscaping, access and servicing arrangements and associated works

Location Phoenix House 17 Ellesmere Street Manchester M15 4JY

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

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

EXECUTIVE SUMMARY

The proposal is for 237 homes in a part 11 and part 13 storey building. There would be a commercial unit on the ground floor, private amenity space, 11 car parking spaces, and 237 secure cycle spaces.

There have been 38 objections.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: A commuted sum of £250,000 would be secured via a S106 agreement for off-site affordable housing.

Height, Scale, Massing and Design: The height, scale and massing would be in keeping with the scale of development within this area. The buildings would make a positive contribution to the street scene.

Residential Amenity: It is acknowledged that the development would have an impact on the amenities of existing residents. However, the impacts are considered to be acceptable in this context and not so harmful as to warrant refusal.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location, and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 0.24ha site is rectangular in shape and accommodates Phoenix House which has little architectural or historic merit. The site is accessed from Ellesmere Street via Hulme Hall Road, is flat and in Flood Zone 1 the lowest risk of flooding. It is bounded by Ellesmere Street, Bentinck Street and Cawdor Street runs along the back of Phoenix House through the centre of the site. Bentinck Street and Cawdor Street form a 'dead end'.

The 'Roof Gardens' was completed in 2018 by the applicant and 'Sky Gardens' with 174 homes in a 13 storey building fronting Chester Road is under construction. Permission has been granted for 366 homes on land to the west subject to a legal agreement to secure a financial contribution towards off site affordable housing and towards a public park within Hulme Ward.

Britannia Mill which has been converted to residential use and permission has been granted to convert and extend Talbot Mill to create new homes. The area has been transformed over the last 20 years as contemporary apartments have been developed and older buildings have been converted into homes. A mix of uses remains in the area with warehousing, light industrial units, an auto repair centre and commercial uses.

The Castlefield Conservation Area is to the north and the following Grade II listed buildings are nearby, Albert Mill, the former Turville public house at 252 Chester Road, and 215-219 Chester Road on the southern side of Chester Road. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lies to the east towards the Mancunian Way.

The Proposal

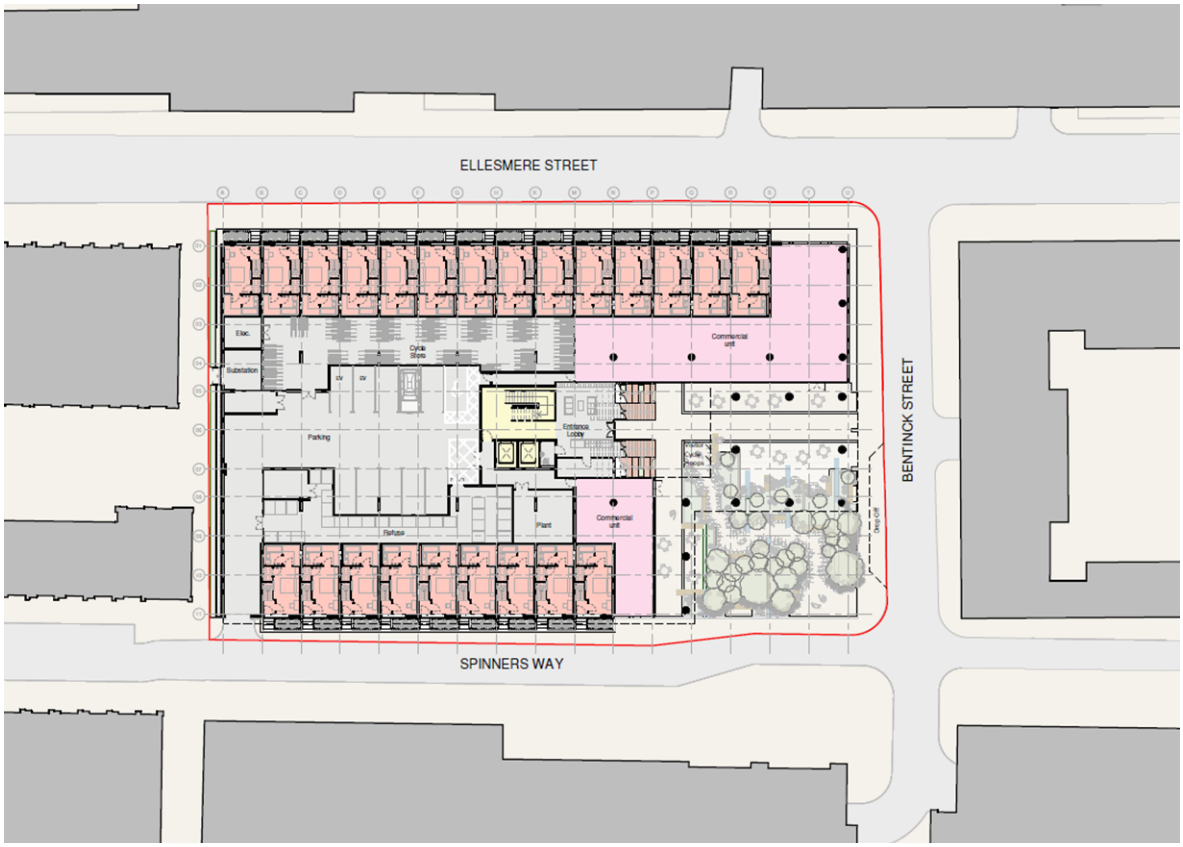
It is proposed to construct a part11/13 storey building to deliver 237 homes (class C3) following the demolition of Phoenix Works. It would include 338 sq.m of commercial floorspace (use class E) used as: shops; financial and professional services; café or restaurant; office; clinic/health centre/creche/day nursery; Gym.

The building would be centred around two private courtyards, typical of industrial mill complexes in Castlefield. Private and shared residents' terraces would be provided across levels 9 to 11, with a landscaped public square in the south east corner.

The frontage onto Ellesmere Street would be 11 storeys, and that to the newly created Spinner's Way 13 storeys. 23 duplex townhouses would be on the ground floor with commercial areas. The accommodation mix is as follows:

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

The proposal is the final site of the applicants Masterplan which includes a new public route through the area (Spinners Way). Vehicular access would be from Spinners Way. The ground floor would contain 11 parking spaces and a secure cycle store for 237 spaces. The bin store and mechanical and electrical plant would be on the ground floor.



Ground Floor of the development

The ground floor refuse store would accommodate 29 x 1,100l Eurobins would be segregated for general, pulpable and comingled waste streams. The refuse stores would be maintained by the management company. Refuse vehicles would service the site from Spinners Way.

The materials include bronze cladding and pleated sandstone / concrete. This includes projecting window modules that create a working from home area. This module is bronze coloured with full height glazing. The modules are arranged in an ordered grid layout.



Visual of townhouses to street facing elevations



Ellesmere Street Elevation

A public square would be created that links into the wider masterplan. It would include dense tree, shrub and groundcover planting and corten steel metal water rills. The square would connect to cafe spaces, stepped seating areas and the main residential entrance. There would be a shared internal courtyard to the individual apartment entrances which will be accompanied by planting.

The roof level apartments would have private terraces. A shared roof terrace on the eastern block would include seating and planting allowing for a variety of uses.

The planning submission

The planning application has been supported by the following information: Design and Access Statement

Planning and Heritage Statement including Blue and Green Infrastructure Statement and Affordable Housing Statement.

Statement of Community Involvement

Tall Buildings Statement

Landscape Strategy

Ecology Assessment

Arboricultural Survey

Transport Statement

Travel Plan

Noise Impact Assessment

Air Quality Assessment

Wind Assessment Report

Daylight and Sunlight Report

Phase 1 Geo Environmental Report

Flood Risk and Drainage Strategy

Environmental Standards Statement and BREEAM Pre Assessment

Crime Impact Statement

Waste Management Strategy

Archaeological Desk Based Assessment

TV Reception Survey

Demolition Method Statement

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 38 objections have been received. The nature of the objections are summarised below:

Height scale and massing.

4 storeys as existing and 13 storeys as proposed. The height would considerably affect the charm and appeal of the area. The height is more suited to Chester Road. Early plans of DeTrafford's vision for the area showed that Phoenix House was supposed to be 8 storeys. The proposal should step down by a few storeys to the more traditional properties/mills fronting Ellesmere Street. The grey brick would be out of character, in contrast and an offence to Manchester's historic Mills and the character of this area of Manchester as a whole.

Amenity Issues.

Loss of sun/light and overshadowing to Britannia Mills opposite. Only a handful of the flats within Britannia Mills are dual aspect so the vast majority affected by the proposal are not. None of the windows affected are into rooms just 3m deep, it is more like 10m. Due to the south-easterly aspect of Britannia Mills, a multi-storey building just metres away from our windows would have a particularly devastating impact, in essence blocking sunlight for the entire day. With potential for home working to increase for many, it is more important than ever that the BRE guidelines (which DeTrafford repeatedly undermine in their daylight impact evaluation) are respected and observed.

DeTrafford's own words - they have "not considered the impact [of overshadowing] in detail" so they are urged to do so. The height and scale of the proposal will dwarf the developers Roof Gardens scheme leaving much of the scheme in shadow for most of the day. There would be a substantial and unacceptable loss of privacy from the proposal on neighbouring residential buildings.

Parking Issues.

Another 237 homes is unrealistic in an area already struggling for parking and would only exacerbate the problem. The lack of parking proposed for the number of residences will further increase congestion in an already congested area.

Green infrastructure.

At the time of planning for Roof Gardens further down Ellesmere Street, plans were drawn up which suggested that Phoenix House would be turned into a public garden. This would be a better use of the space as there are few green spaces in this area.

As part of de Trafford designs there was a promise of additional trees. The only trees in this plan will be planted on a roof of a 13 storey building. Useless to 90% of the residents of the surrounding area.

Overdevelopment and disruption.

The area is already overbuilt with current and proposed buildings. Redevelopment of the area shouldn't be to the detriment of existing residents, some of whom have been here for almost 20 years. Further development on Ellesmere St is not justified right now. Residents should be given a chance to live in peace without more noise and disruption for a few years to come. There are not enough services around Castlefield to support the construction of so many apartment blocks in the area. There is one McColls shop and one bar/restaurant.

The proposal represents unacceptable over-development. There is a need for sustainable housing and town houses that are suitable for families in the city centre. We need to build communities, not magnets for private landlords and overseas investors.

Impact on Heritage Assets.

There would be an adverse effect from the development on the character of the neighbourhood and the setting of Listed Buildings. Castlefield, and Ellesmere Street in particular, is home to several historic, Grade II listed mills and local heritage assets. High-rise blocks (which rarely age well) will be out-of-place, out-of-character eye sores. The proposal will be overbearing in the area approximately 4 times higher than the existing historic Mills and Castlefield conservation area.

Other Uses.

The current building could be better used as a local community centre. A space for people to hire and rent and to foster a community. This will have far less environmental impact then a demolition and a creation of a new unnecessary structure.

Consultees

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

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

Arboricultural officer: No objections subject to conditions regarding implementation of landscape strategy.

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

Environment Agency: no objection subject to conditions.

Greater Manchester Police - No objections subject to implementation of recommended mitigation measures, to be secured by condition.

National Air Traffic Safety (NATS) - No objections.

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

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

Highways – Recommended conditions regarding an updated Transport Statement, further details of vehicular, including servicing and refuse vehicles, drop off / pick up points and visibility splays, the development of a Full Travel Plan, exploration of further cycle parking provision, and construction management plan.

Issues

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

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

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

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

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03. Housing – The scheme would provide 237 homes in a highly accessible location and meet demand for housing, near to employment, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires homes for prospective workers.

S05. **Transport –** The development would be highly accessible and reduce the need to travel by private car and make the most effective use of public transport. The use of sustainable transport would improve connectivity and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and bring forward homes to support economic and commercial development. It would be close to sustainable transport provision and create a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – This is key location for new homes and would help to meet the overall housing targets in the Core Strategy.

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

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

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space which would create an active frontage and increase footfall. .

Policy CC9 Design and Heritage – The design would be appropriate to its context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of townhouses and one and two bed apartments, which would appeal to a wide range of households, The building would be fully accessible.

Policy H1 Overall Housing Provision - The development would provide new homes consistent with regeneration objectives and help to create a mixed use community. It would contribute to the ambition of building 90% of new homes on brownfield sites. The condition of the site is poor and its development would have a positive impact.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift to more sustainable measures It would improve pedestrian routes and the environment.

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

Policy EN1 Design Principles and Strategic Character Areas - The development would enhance the character of the area. It responds positively at street level, and improve permeability. The positive aspects of the design are discussed below.

EN 2 Tall Buildings – The development would be appropriately located in the site, contribute positively to sustainability, place making and deliver regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the adjacent Castlefield

Conservation Area. The quality and design of the proposal would enhance the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings.

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

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

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

Policy EN9 Green Infrastructure – The development includes a new public square, tree planting and rooftop gardens.

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

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

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

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

Policy EN 18 - Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. .

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

• appropriate siting, layout, scale, form, massing, materials and detail;

• design for health;

• Adequacy of internal accommodation and amenity space.

• impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;

• that development should have regard to the character of the surrounding area;

• effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

• accessibility to buildings, neighbourhoods and sustainable transport modes;

• impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and

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

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

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

Saved Unitary Development Plan Policies

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

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

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

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

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

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

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 237 homes to a sustainable location. It would have a range of accommodation sizes and create a sustainable, inclusive and mixed community. Housing investment is required as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide homes to support the growing economy and help to create a vibrant, thriving and active community.

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

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

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

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

Section 11 (Making Effective Use of Land) – This would be a high density development and provide homes on a brownfield site, improve the environment and ensure safe and healthy living conditions.

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

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

accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The site is within Zone 1 of the Environment Agency flood maps, with a low probability of flooding.

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

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

Climate Change

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

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

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with

research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

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

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

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

Other Relevant Documents

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

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

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

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

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

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

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

Cornbrook Hub Strategic Regeneration Framework - This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices

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

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

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

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

Legislative requirements

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

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

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

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

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

The Screening Opinion concludes that whilst the proposed development would have some impact on the surrounding area, these would not be significant and could be suitably mitigated against. It is therefore judged that the impacts would not be significant so as to warrant a formal Environmental Impact Assessment. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

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

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and new homes are essential to support economic growth. The proposal would develop a brownfield site in a prominent location. This would improve the image of the area and act as a catalyst for further regeneration. The proposal would complement the existing community and enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. Manchester's Residential Growth Strategy seeks to deliver 32,000 homes by 2025 and the proposal would contribute to this need in an area identified as being suitable for residential development. It would be consistent with a number of the Greater Manchester Strategy's key growth priorities and deliver homes to serve the growing economy and population, in a well-connected location, adjacent to a major employment centre and promote sustained economic growth. The quality, product mix and the size of the homes would appeal to different market sectors including owner occupiers, investors and renters.

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

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the

development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should: consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

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

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

The application proposes 237 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high-quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme’s overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council’s public access system. This has been independently assessed on behalf of the Council. This has concluded that the scheme can make a £250,000 commuted sum for off-site affordable housing which equates to 1.7%. The developer’s profit would be 15.24% on cost (circa 13.22% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £250,000 commuted sum would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

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

Tall Building Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed

against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by Historic England (Historic England Advice Note 4 'Tall Buildings' December 2015).

Architectural Quality

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

The site is one of the last buildings in the area that the applicant is delivering. There is a clear and legible street pattern that makes it easily navigable and provides clear site lines to nearby public transport infrastructure and the city centre.



DeTrafford masterplan area

It would sit within a group of new buildings with historic buildings immediately nearby. There are strong street frontages to Ellesmere Street and Spinner's Way and a public square is created at the junction of Spinner's Way and Bentinck Street. This helps to frame views of the Grade II* listed St George's Church along Spinner's Way and Ellesmere Street.

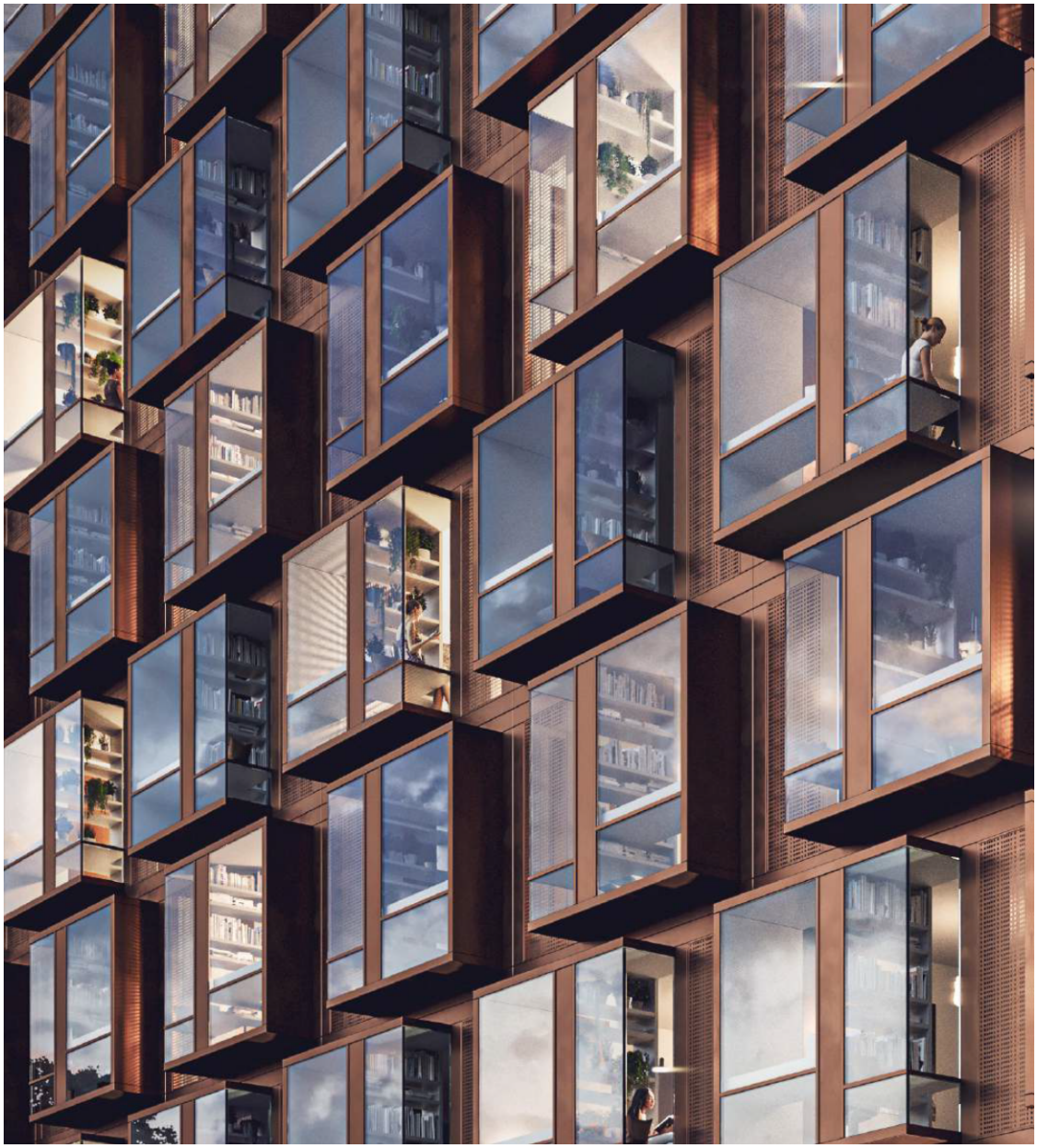
The development would use red sandstone and metals to reflect the materials used in the historic buildings in the conservation area. It has repetitive and well-

proportioned fenestration detailing and ordered elevational which includes a top, middle and bottom.

The apartments are arranged around a grid layout. The façades include projecting bay windows, to accommodate functions such as home-working, reading and relaxing. This bay includes a fully glazed side profile to allow residents increased visibility along the street offering natural surveillance. These bays are handed from floor to floor to ensure that one bay does not look straight into its neighbour. Other components of the design are the width of pleating to the townhouses, penthouses and courtyard facades, balustrades, walkways and soffits.



Bay window elevation / plan view

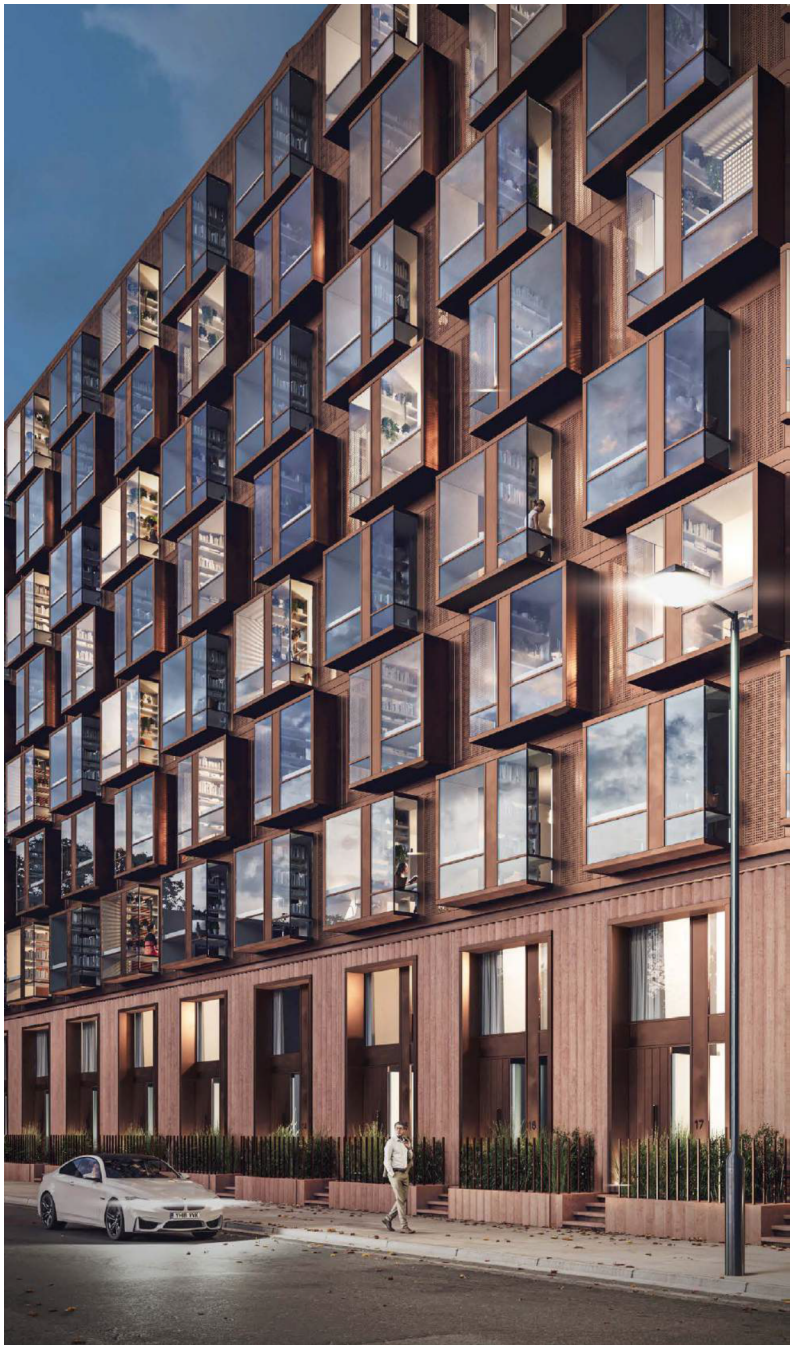


Visual of the bay window grid layout

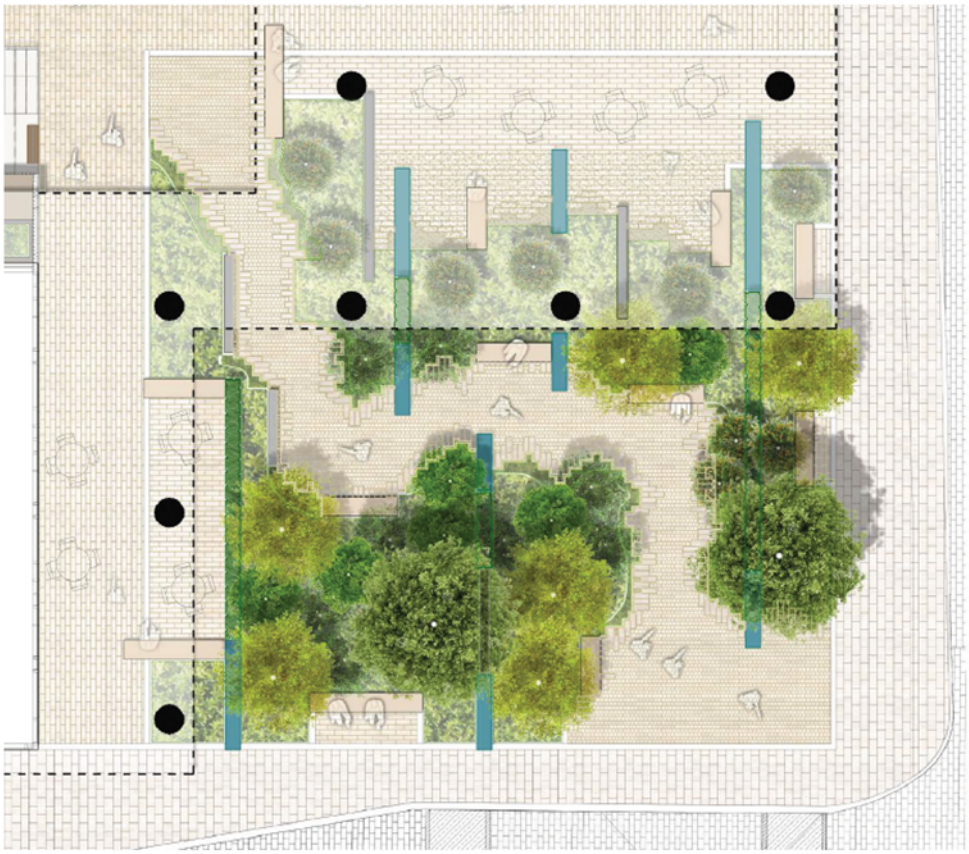


GF landscape strategy

The townhouses on Ellesmere Street and Spinners Way provide active frontages. The commercial units are located adjacent to the public square.



Visual of Ellesmere St elevation



Plan of the new public square

The development would improve the environment at the site.

The proposals comprise blocks of accommodation arranged around a central courtyard. Facing north west onto Ellesmere Street, the block is 11 storeys. Facing south east onto Spinners Way the block is 13 storeys. The height of the buildings would correspond to those on Chester Road and Ellesmere Street many of which are being developed by the same applicant.

A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context. The massing would not adversely affect the settings of Castlefield Conservation Area and the nearby listed buildings.

Design Issues, Relation to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered. Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or

buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

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

The area has changed over the past 25 years with traditional industries relocating and leaving post-industrial inactivity. Vacant sites have been redeveloped such as Castlefield Locks, Excelsior Mill, Timber Wharf, the Boxworks and Moho, and redundant mills such as Albert Mill and Britannia Mills have been refurbished. Several sites on Chester Road are under construction for residential. However, further change is required to address vacant and underused sites that have a negative impact. The site is of poor visual quality and has a negative affect on the surrounding environment. The proposal would have a positive impact on the setting of the Castlefield Conservation Area and surrounding listed buildings.

Albert Mill is grade II listed and is the closest listed building. It is 65m to the west at Hulme Hall Road and Ellesmere Street junction. The mill was built to form part of a busy industrial setting, and remains set within an area defined by a dense urban grain. The proposal is visible in views of Albert Mills when looking east and west on Ellesmere Street. Phoenix House detracts from the setting of Albert Mill. The proposal would respond industrial heritage of the area, taking cues from traditional mill buildings through the warm tones of its materials, and the regularity of the fenestration responds to established rhythm of Albert Mill. The scale and massing of the proposal is appropriate and would not be over-dominant or overwhelm or detract from the setting of Albert Mil. The redevelopment of the site with a high quality designed building which responds the heritage significance of its context, would have a positive impact on the setting of Albert Mill.

In relation to the listed buildings on Chester Road, the proposal would be seen in the context of the other large scale developments that have taken place here. The site is separated from the former Turville Public House by the large scale Trilogy development and from the Church of St George and its surrounds by the other large

scale buildings to the east. The grade II listed Georgian townhouses at 215-219 Chester Road would be separated from the site by large scale development on Chester Road.

The Grade II listed railway bridge is primarily viewed from the canal towpath and the scheme would not be visible in this context. The site does not contain any heritage assets and detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. Its development could enhance the architectural and urban qualities of the area.

The proposal would enhance the character and appearance of Castlefield Conservation Area and would have a neutral or positive impact on the settings of nearby listed buildings. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act and would meet the requirements set out section 16 of the NPPF.

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

Design and Context

The applicant has provided a visual impact assessment of the development, which examines views of the site from 5 surrounding view. These examine the visibility from close and medium range. The development will principally be visible in views along Ellesmere street as seen below.

View 1

Existing



Proposed



(consented developments shown in green)

View 2

Existing



Proposed



(consented developments shown in green)

View 3

Existing



Proposed



(consented developments shown in green)

The proposal would create a strong street frontage to Ellesmere Street significantly improving the environment and helping to establish an appropriate and acceptable urban grain. It would add activity and vitality and help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale.

The gridded facade and bronze cladding of the new development introduces a coherent form. The gridded layout respects the character of adjoining new developments. The double height bays at ground floor, slightly recessed below the floors above and with a subtle change in materiality grounds the development in the street environment.

Relationship to Transport Infrastructure

There are public transport options nearby. Chester Road is a major bus route and Cornbrook tram stop and Deansgate Railway Station are nearby. There are good pedestrian and cycle links. A Travel Plan has set out practical measures to reduce transport and traffic impacts and encourage public transport use. The amount of parking is in keeping with the sustainable location, and the vehicle access and layout arrangements are acceptable. A transport assessment concludes that the impact on the capacity of the surrounding highway network would be negligible.

Sustainable Design and Construction

An Energy and Sustainability Assessment states that the design would achieve a site wide reduction in carbon emissions of 9% over Part L 2013 of the Building Regulations. This is equivalent to a 15% reduction over Part L of the 2010 Building Regulations as required by Policy EN6 of the Core Strategy and would help to achieve carbon neutrality by 2038. The proposal has been modelled using SAP 2012 the governments Standard Assessment Procedure for residential dwellings.

The strategy is based on the energy hierarchy to reduce energy use through: design; using energy more efficiently; and, supply from renewable sources.

The unitised curtain walling provides a higher degree of certainty over the thermal performance standards of the façade as it is manufactured off site which maximises quality assurance. It would deliver high levels of airtightness and build quality.

There would be an energy efficient decentralised plant, heating, ventilation, lighting and system. It would utilise Mechanical Ventilation Heat Recovery (MVHR) systems with high efficiencies to recover heat from all exhaust air. The ventilation strategy would minimise noise ingress and minimise the risk of overheating.

Roof-mounted PV panels are on the main flat roof and orientated south, and would contribute significantly to the emissions performance of the development.

In order to achieve policy compliance the development has therefore been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design air permeability and ventilation targets all aspire to Passive House design standards along with the consideration and application of low zero carbon renewable technologies.

The development would achieve a BREEAM rating minimum of ‘Very Good’. Policies EN4 and EN6 the principles of the energy hierarchy have been applied and it is considered therefore that the development would have sustainable design and construction and is designed to minimise the impact on climate change.

Credibility of the Design

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

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

A significant amount of time has been spent developing the proposals to ensure that it can be constructed and delivered. The applicants have provided a viability assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

The site contributes little to public spaces and facilities. The development should interact positively with and contribute to its surroundings at street level. The building would have two primary blocks of accommodation that address Ellesmere Street and Spinners Way. Two smaller blocks address Bentinck Street and Gallery Gardens. The four blocks are arranged around a central, open courtyard that allows all homes to be dual aspect. A pubic square is proposed at the corner of Bentinck Street and Spinners Way which incorporates planting. Amenity areas are provided at level 10, one internalised and one as an external terraced area. The entrance is located off the public square. Given the above, it is considered that the proposal would significantly contribute to public spaces and facilities.

Effect on the Local Environment

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

<u>A) Sunlight, Daylight and Overshadowing</u>

The main buildings that could be affected in terms of sunlight, daylight and overshadowing are Britannia Mills, Talbot Mill and Talbot Mill Townhouse which are to the north of the site. The buildings at back of pavement, as is traditional, and the proposal follows the same pattern. The habitable windows in the buildings would therefore be separated by Ellesmere Street, which is typical in the area.

A Daylight and Sunlight Assessment has used the three methodologies set out in the BRE guidance, namely Vertical Sky Component (VSC), No Sky Line (NSL) and

Average Daylight Factor (ADF). The impact on sunlight uses the Annual Probable Sunlight Hours (APSH) method.

It is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight to adjoining properties can occur. The National Planning Policy Framework (NPPF) at paragraph 123, states:

“Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. In these circumstances:

In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

Policy CC6 City Centre High Density Development states, “City Centre development will generally be high-density as it is a location where land should be used to maximise its efficiency. The scale, massing and height of the development in the City Centre will significantly exceed what is appropriate elsewhere in the City”.

It is well-established and accepted that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low-rise suburban environment.

In order to achieve the increased density required under Policy CC6, the application of the BRE Guide must be carefully considered, and the targets that are applied should match the specific location.

<u>The results for Britannia Mill are set out below.</u>

The baseline assessment considers whether a window/room already meets the BRE criteria in the existing scenario only. The BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value ie 20%, in the proposed scenario. As such, as the VSC target is 27%, if a window in the baseline has 25% VSC, it will be classed as not meeting the BRE targets. In the proposed scenario, if the same window is reduced to 24%, it will be classed as meeting the VSC target as it is within 0.8 times its former value. Therefore, some windows/rooms may not meet the target criteria in the baseline but will in the proposed scenario.

172 windows were assessed to 103 habitable rooms. 49 currently achieve the 27% VSC target. 103 rooms were assessed for NSL and 81 rooms currently meet the BRE criteria.

In the proposed scenario 125 of 172 windows would meet the revised VSC target with the development in place and 97 out of 103 rooms would meet the revised NSL target

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

Baseline Scenario

Address	Baseline Daylight & Sunlight Levels					
	VSC Daylight		NSL Daylight		APSH Sunlight	
	Total No. of Windows	No. of Windows that meet BRE	Total No. of Rooms	Total No. of Rooms that meet BRE	Total No. of Rooms	Total No. of Rooms that meet BRE
Britannia Mills	172	49	103	81	93	76

Address	VSC Daylight				
	Below BRE Guidelines				
	Total No. of Windows	No. of Windows that meet BRE	Minor	Moderate	Major
Britannia Mills	172	125	8	6	33

Address	NSL Daylight				
	Below BRE Guidelines				
	Total No. of Rooms	No. of Rooms That Meet BRE	Minor	Moderate	Major
Britannia Mills	103	97	2	1	3

Address	APSH Sunlight				
	Below threshold for Total APSH				
	Total No. of Rooms	No. of Rooms That Meet BRE	Minor	Moderate	Major
Britannia Mills	93	82	2	3	6

There is an expectation for a higher density of development in the city centre and the affected windows have a medium sensitivity.

The number of windows with reductions in excess of 40% at Britannia Mills suggest an impact that could be major have, the following needs to be considered.

The single aspect deep floor plates make it difficult for daylight to penetrate to the back of the rooms. This is evidenced by the fact that only 78% of the windows

currently meet the NSL targets. The retained VSC levels at Britannia Mills along Ellesmere Street average at 19.9% with the proposal in place and 23.2% in the existing baseline. The applicant has considered the impacts at 5 other city centre developments which demonstrates that the levels of daylight retained in Britannia Mills is comparable with other, established and successful city centre residential areas. The VSC levels have also been measured along Ellesmere Street, and levels to the internal courtyard facing elevations are likely to be significantly higher. Some of the windows affected serve bedrooms, and potentially bathrooms, which have a lesser requirement for daylight.

The greatest impact is potentially at the lower levels where some rooms are are in part dual aspect with other sources of skylight. 97% of the rooms will meet the ADF targets with the proposed development in place.

Talbot Mill and Talbot Mill Townhouses have not yet been built and the report considers ADF daylight, rather than VSC. The ADF compliance rates are similar to other developments in the immediate area and as they are not built, have a lower sensitivity to change.

The report concludes that, given existing levels of daylight in the city centre and in the context of the correct application of the scope and purpose of the BRE Guidelines, these results are acceptable. On this basis, the impact in terms of sunlight, daylight, overshadowing and overlooking is acceptable.

B) Wind

A wind report shows that the wind conditions would be suitable and safe for the intended use with isolated instances of windier than desired conditions. These conditions would be readily mitigated against with measures employed at the ground level entrances in certain areas and screens / landscaping for the roof level seating.

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

C) Air Quality

An Air Quality Assessment explains that the construction would produce dust and increased emissions, but this is likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated would have a minimal effect on local pollution concentrations and a condition requiring Electric Vehicle Charging points (EVCs) should be attached. This, along with the Travel Plan and cycle parking should contribute to less reliance on air polluting vehicles. Predicted pollution levels for future occupiers indicate that predicted annual mean NO2, PM10 and PM2.5 concentrations were below the relevant AQOs and AQTV at all locations across the development. The site is therefore considered suitable for the proposed use from an air quality perspective.

D) Noise and Vibration

A Noise Impact Assessment considers noise levels from traffic on Chester Road and Ellesmere Street. The report utilises the results of the noise surveys and modelling to predict noise levels in external amenity areas and the facades.

Acceptable noise levels can be achieved in the external amenity areas and higher specification glazing is required for some windows overlooking Ellesmere Street. Alternative ventilation is required for the majority of habitable rooms to provide background ventilation and fresh air without the need for opening windows.

The exact requirement for alternative ventilation from an acoustics perspective, needs to ensure that fresh air flow can be achieved without the need for opening windows. The mitigation will be submitted to and approved in writing with the local planning authority prior to installation and this can be secured via planning condition.

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

E) TV reception and Broadband

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

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

Contribution to Permeability

The development and public realm would improve permeability and legibility and the ground floor commercial units would create activity on to the public space. The proposal would contribute positively to permeability, linkages and legibility.

Provision of a Well-Designed Environment

In addition to the public square there would be a communal landscaped courtyard, shared space and roof gardens with communal facilities. The hard and soft landscaping, active street frontage and windows overlooking the street would encourage activity and natural surveillance.

Conclusion in Relation to the Tall Buildings Assessment

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

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive. Level access is provided at the entrance lobby with lifts to first floor level and the shared courtyard space. 1 of the 11 parking spaces would be suitable for use by a disabled person. The proposals would be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

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

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

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The site was assessed for its potential to provide habitats for protected species as well as invasive species. An Ecology Report does not find any protected species but recommends that the removal of trees is undertaken outside of the bird nesting season. The landscaping could enhance the ecology and biodiversity and the introduction of features, such as bat roosting boxes, should encourage wildlife. A condition should require details of such features.

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

Contaminated Land and Impact on Water Resources

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

Given the historic use of the site as a public house and terraced housing there is a high likelihood of infilled cellars to be present, this is supported by the site investigations for the adjacent development site to the west which locally identified Made Ground up to 5.05 m bgl (but typically up to 3m bgl). The potential for significant thicknesses of Made Ground on site and sub surface structures is therefore considered likely.

The potential for significant or gross contamination across the majority of the site is moderate to low but the made ground could contain contaminants of concern and could generate hazardous gases. If risks are confirmed to be present via intrusive investigation, it is likely that they could be mitigated by relatively simple methods

such as removal of hot spots, clean cover soil in landscaped areas, ground gas protection measures etc.

The Council are satisfied that the ground contamination risks associated with the previous use of the site have been adequately assessed at this stage.

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

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance.

The Environment Agency Map of long-term flood risk from surface water indicates that there is a Medium risk of surface water flooding in Cawdor Street and the western boundary of the site. Cawdor Street and the associated low-lying areas within it are being removed as part of the development proposals and replaced by a building which will be drained by conventional means. This will in turn remove the current risk of localised surface water flooding.

The assessment anticipates that SuDS would be provided in the form of filter drains to capture and treat runoff from any external areas and an attenuation storage tank to temporarily store surface water before controlled release to the public sewer. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system.

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

Waste Management

A waste management strategy shows that the proposal can accommodate adequate bin storage within a refuse store at the ground level of the rear block. The refuse store would accommodate space for a total of 29 x 1,1100l Eurobins to serve the residential and commercial premises. The ground floor would provide sufficient storage room.

Within each apartment there would be separate bins and bags colour-coded for residents to separate their waste into the four waste streams. Occupants of the dwellings would be responsible for the transfer of their waste to the internal stores and the management company would move waste to and from the bin stores to the collection point on Spinners Way on collection day. The commercial units would store waste within their demise and transfer it onto the street on collection day. A condition should be attached to any approval to ensure that the development is carried out in accordance with the submitted waste management strategy.

Summary of Climate Change Mitigation

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

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013. It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 237 cycle spaces. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

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

Response to Neighbour Comments

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

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

Conclusion

A residential development of this scale would be an appropriate response to national and local planning policy. It would promote economic development and sustainable travel patterns. The development would be well designed and of a high quality and would fulfil an important role in providing much needed homes.

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

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

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

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

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

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

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

Recommendation: MINDED TO APPROVE subject to S106 agreement for a commuted sum for Off Site Affordable Housing.

Article 35 Declaration

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

CONDITIONS

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

10436_001-C-10436_001-1-TOPOGRAPHICAL SURVEY C

20098-CWA-B1-XX-DR-A-7000 - Site Location Plan P05

20098-CWA-B1-ZZ-DR-A-2000 - Ground Floor GA Plan P05

20098-CWA-B1-ZZ-DR-A-2001 - First Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2002 - Second Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2003 - Third Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2004 - Fourth, Sixth, Eighth GA Plan P04

20098-CWA-B1-ZZ-DR-A-2005 - Fifth, Seventh GA Plan P04

20098-CWA-B1-ZZ-DR-A-2009 - Ninth Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2010 - Tenth Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2011 - Eleventh Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2012 - Twelfth Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2013 - Roof Plan GA Plan P04

20098-CWA-B1-ZZ-DR-A-2030 - GA Elevations – Southeast P07

20098-CWA-B1-ZZ-DR-A-2031 - GA Elevations – Southwest P06

20098-CWA-B1-ZZ-DR-A-2032 - GA Elevations – Northwest P05

20098-CWA-B1-ZZ-DR-A-2033 - GA Elevations – Northeast P06

20098-CWA-B1-ZZ-DR-A-2037 - GA Sections - Section A P04

20098-CWA-B1-ZZ-DR-A-2038 - GA Sections - Section B P04

20098-CWA-B1-ZZ-DR-A-2039 - GA Sections - Section C P04

20098-CWA-B1-ZZ-DR-A-2040 - GA Sections - Section D P04

20098-CWA-B1-ZZ-DR-A-2041 - GA Sections - Section E & F P05

20098-CWA-B1-ZZ-DR-A-2050 - 1 Bed Apartment Layout P02

20098-CWA-B1-ZZ-DR-A-2052 - 2 Bed Left Hand Apartment Layout P02

20098-CWA-B1-ZZ-DR-A-2054 - 2 Bed Right Hand Apartment P02

20098-CWA-B1-ZZ-DR-A-2056 - 2 Bed Townhouse A P03

20098-CWA-B1-ZZ-DR-A-2057 - 2 Bed Penthouse P03

20098-CWA-B1-ZZ-DR-A-2058 - Bay Study – Townhouse P03

20098-CWA-B1-ZZ-DR-A-2059 - Bay Study - Commercial Units P03

20098-CWA-B1-ZZ-DR-A-2060 - Bay Study - Typical WFH Bay P03

20098-CWA-B1-ZZ-DR-A-2061 - Bay Study - Internal Courtyard 08-09 P03

20098-CWA-B1-ZZ-DR-A-2062 - Bay Study - Side Elevation P03

20098-CWA-B1-ZZ-DR-A-2063 - Bay Study – Penthouses P03

20098-CWA-XX-XX-DR-A-7100 - Existing Floor Plan P02

20098-CWA-XX-XX-DR-A-7101 - Existing Elevations P03

20098-CWA-XX-XX-DR-A-7102 - Existing Building Demolition Layout P02

20098-CWA-XX-XX-DR-A-7103 - Existing Elevation Demolition Area P03

4411 01 Rev C Landscape Layout Ground Floor and Podium

4411.02B Combined Roof Terraces Layout

Phoenix Works Landscape Strategy

Design and Access Statement ref 20098-8002-03

Arboricultural Survey DEP November 2020 Rev B

Extended Phase 1 Habitat Survey and Daytime Bat Survey 2020 Rachel Hacking Ecology

Planning and Heritage Statement Paul Butler Associates 30 November 2020

Statement of Community Involvement Paul Butler Associates 24 November 2020

Tall Buildings Statement Paul Butler Associates 27 November 2020

Transport Statement ref:2904-01-TS01 Axis

Travel Plan ref: 2904-01-FTP01 Axis

Noise Impact Assessment ref: AC109563-1R1 Ensafe Consultants

Air Quality Assessment ref: 3953r2 Redmore Environmental

Pedestrian Level Wind Microclimate Assessment ref: RWDI #2100815 – REV A RWDI

Daylight and Sunlight Report prepared by GIA

Phase 1 Preliminary Risk Assessment Report WSP November 2020

Flood Risk and Drainage Strategy Report ref: 5977-WSP-FRA1 WSP

Environmental Standards Statement and BREEAM Pre Assessment (prepared by Watt Energy Consulting and Engineers) September 2020

Crime Impact Statement Version B 25 November 2020 URN:2020/0624/CIS/01 Greater Manchester Police

Waste Management Strategy ref: 2904-01-WMS01 prepared by Axis

Archaeological Desk Based Assessment ARS Ltd Report 2020/147 Archaeological Research Services

TV Reception Survey dated 20 October 2020, Astbury

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

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

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

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

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

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

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

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

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

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

- targeted archaeological evaluation through trial trenching;

- dependent on the evaluation trial trenching above, targeted open area excavation and recording (subject to a separate WSI);

b. A programme for post investigation assessment to include:

- production of a final report on the investigation results.

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

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

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

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

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

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

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

7) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved in writing by the City Council as local planning authority, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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

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

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

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

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

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

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

11) 1. Notwithstanding demolition, prior to the commencement of development, a programme for the submission of final details of the public and private realm works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority.

The programme shall include submission and implementation timeframes for the following details:

(a) Details of the proposed hard landscape materials;

(b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;

(e) Details of the proposed street furniture including seating, bins and lighting;

(f) Details of any external steps and handrails;

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

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

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

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

12) Notwithstanding demolition, no development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

• Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable; an assessment of other SuDS features is required, such as blue/green roofs, permeable pavings and tree pits.

• Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.

• Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. The overland flow routes drawing should include both internal and external elevations so an assessment of the flow routes can be clearly identified.

• Hydraulic calculation of the proposed drainage system.

• Construction details of flow controls and SuDS elements.

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

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

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

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

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

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

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

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

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

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 20 October 2020 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

preexisting level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

16) a. The residential accommodation shall be acoustically insulated against noise from Chester Road, and Ellesmere Street, and any other actual or potential sources of noise, in accordance with the Noise Impact Assessment Ensafe Reference: AC109563-1R1 dated 25 November 2020 by Ensafe to achieve the following noise criteria within apartments:

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

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

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

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by Ensafe and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by Ensafe shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria.

Those measures shall be implemented in full before any of the dwelling units are first occupied.

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

17) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment

that has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

18) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

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

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

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

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

21) The air quality mitigation measures set out in the Air Quality Assessment reference: 3953r2dated 25 November 2020 by Redmore Environmental shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

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

22) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties.

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

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

24) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday

no deliveries/waste collections on Sundays/Bank Holidays.

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

25) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 25 November 2020 reference 2020/0624/CIS/01 by Greater Manchester Police and each building shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

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

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

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

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

28) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with the Waste Management Strategy Ref: 2904-01-WMS01 dated November 202 by Axis before first occupation of the residential units. The Waste Management Strategy Ref: 2904-01-WMS01 dated

November 2020 by Axis shall be implemented in full and shall remain in situ whilst the development is in operation.

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

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

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

30) The development shall be undertaken in accordance with the Pedestrian Level Wind Microclimate Assessment (reference RWDI#2100815-Rev A dated 30 October 2020). The recommended mitigation shall be implemented in full and shall remain in situ whilst the development is in operation.

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

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

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

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

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

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

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

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

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

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

35) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

36) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written

confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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

37) Above grounds works shall not commence until details of biodiversity enhancements, including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The enhancements should include locally native species of trees/shrubs and if ornamental beds created should include non-invasive species and those of value to insect pollinators. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species in accordance with policy EN15 of the Manchester Core Strategy.