Application Number       Date of Appln   Committee Date   Ward
109335/FO/2015/C1       4th Aug 2015     15th Oct 2015     City Centre Ward
& 109336/LO/2015/C1

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

&

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

Location
Potato Wharf, Manchester, M3 4LA

Applicant
Lend Lease Residential (North West) Limited, 3rd Floor The Venus, 1
Old Park, Trafford, Manchester, M41 7HG

Agent
Mr Pete Gleave, Deloitte LLP, 1 City Square, Leeds, LS1 2AL

Description
The application site is situated at the end of Potato Wharf within Castlefield
Conservation Area and measures approximately 1.21 hectares. The site is bounded
by the River Medlock to the north and north west, Dawson Street and the railway
viaduct structure to the west, the Bridgewater Canal and embankment to the south
east and an arm of the Bridgewater Canal and Potato Wharf to the north east. The
site was previously used for industrial purposes and is currently used for storage,
although most of the site is now vacant. Phases 1 and 2 of Potato Wharf, which
were developed by the applicant and are now complete and occupied, adjoin the site
to the north east on the other side of the canal basin. The site is over-sailed along its
south eastern boundary by the Grade II listed railway viaducts and the Grade II listed
Worsley Mills building lies to the south east of the site on the opposite side of the
Bridgewater Canal. Other listed buildings within the vicinity of the site include: Giants
Basin; the Bridgewater Canal Basin; the pair of culvert arches over the River Medlock
and associated overflow channel at New Elm Road; and the railway viaduct, all of
which are Grade II listed and lie to the north east of the site.

The surrounding area contains a mix of residential, commercial and leisure uses. The
Manchester Industrial Centre lies to the north west of the site, where the majority of
units are vacant with the exception of Wow Workshop / Walk the Plank, and a
creative community hub. To the north east of Potato Wharf is the Youth Hostel
Association, Tangerine PR Agency, the Castlefield Hotel and a pub. The residential developments of Slate Wharf and Worsley Mills are located to the south east of site on the opposite side of the Bridgewater Canal.

Proposal

The proposal would be the second and final phase of development at this location. All existing buildings and plant would be demolished and replaced with two buildings containing 190 apartments. It would comprise 128 two bed and 62 one bed flats, plus a single townhouse, all of which comply with the Council’s interim space standards. The buildings would relate to the geometry of the adjacent canal basin, and would be perpendicular to the line of the railway viaducts to the south of the site. The buildings would be the same height as the existing eight storey Blocks 1 and 2 on the adjacent site. This is approximately two storeys higher than the adjacent listed viaduct. The separation distances between the blocks ranges from 20.7m to 26m, which is similar to those approved as part of first phase of development. The design would follow the approach adopted in phase one, using high quality materials. The proposal includes feature, colour clad external balconies, similar to those on phase one, although those on phase one are enclosed and form part of the apartment. Both blocks would have green roofs.

Access into the development would be at the western end of Potato Wharf. Here Block 3 would over-sail the access point, with pedestrian access and occasional vehicular access provided to the courtyard area. Access at this point would also be provided to the driveway of the proposed townhouse at the northern end of the site, and a vehicular access road running down the canal arm to the southern part of the site. Here, 121 car parking spaces and 120 secure cycle parking spaces are proposed to be created in the area underneath the railway viaducts. A waste management plan has been submitted which details servicing and refuse collection, including recycling.

The proposal includes large areas of public and private landscaping and would create a landscaped area alongside the River Medlock with access to a riverside walkway. The site is highly accessible with good public transport links. The Metrolink route and the Deansgate Castlefield Metrolink stop are about 0.5 miles from the site and Oxford Road and Deansgate train stations and major bus corridors are within walking distance.

A separate Listed Building Consent application has been submitted for works within the curtilage of the grade 2 listed railway viaducts (Ref. 109336/LO/2015/C1), to create the proposed surface car and bicycle park. The bicycle parking would be within an existing building that has been form from infilling one of the viaduct arches, and the works include the formation of a doorway within that non-original brick infill.

Consultations

Publicity - The proposal has been advertised in the local press as a major development, in the public interest, affecting a right of way, affecting a conservation area and the setting of listed buildings. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to
an extensive area of local residents and businesses. A total of 6 letters have been submitted by local residents, including one letter that has been supported by residents of the nearby Worsley Mill along with Councillor Peel and members of Castlefield Forum. The comments received can be summarised as follows:

• Support the principle of development but the trees adjacent to the canal should be retained and be the subject of a Tree Preservation Order, as they provide environmental benefits, support biodiversity, provide a buffer to noise, and would screen residents on the other side of the canal from light pollution from the proposed car park;
• Scheme should include 3 bed apartments;
• Efforts should be made to re-open the footbridge across the canal;
• Pedestrian access should be maintained through the site;
• Proposal will block daylight for residents in Block 2 of the existing Potato Wharf development.

**Contaminated Land Section** - Recommends a standard contaminated land condition be attached to any approval.

**Greater Manchester Ecology Unit** - Appropriate precautions should be taken during any site clearance or construction works to avoid any pollution of the adjacent Canal waters.

**Environment Agency** – No objections, subject to conditions relating to contamination.

**Environmental Health** - Request conditions relating to a Construction Management Plan, construction hours, noise insulation and a Waste Management Strategy.

**Historic England** – confirm they were involved in pre-application discussions with the Applicant and have no objection to the proposal. They therefore recommend that the application be determined in line with local and national planning policy and on the basis of the local planning authority’s specialist conservation advice.

**Highway Services** - Given the accessible City Centre location and that the proposed development replaces an existing Cement Works which also generated HGV movements on the network, the traffic impacts on the surrounding highway are expected to be minimal and therefore able to be accommodated within the existing highway network without further intervention.

**Network Rail** – Has concerns regarding the impact of works on Network Rail structures within the site and asks that the developer contact Network Rail’s Asset Protection Team.

**Flood Risk Management Team** – Recommends conditions regarding Sustainable Drainage Systems (SuDS) are attached to any approval.

**United Utilities** – No objections subject to conditions regarding surface water drainage be attached to any approval.

**Canal and River Trust** – has no comments to make.
Issues

Relevant National Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development to which there are three dimensions: an economic role, a social role and an environmental role (paragraphs 6 & 7). In order to successfully deliver sustainable development, the NPPF makes it clear that "business should not be overburdened by the combined requirements of planning expectations" and that "planning policies should recognise and address potential barriers to investment".

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". Paragraph 12 sets out that development that accords with the development plan should be approved without delay and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposal is consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The development proposes 191 apartments in a highly sustainable location. This would help to build a strong economy, create employment during construction and complement the established residential community within the area. It would contribute to the local economy with residents using local facilities and services.

Section 2 Ensuring the Vitality of Town Centres - The proposal would complement a successful neighbourhood in Castlefield and would attract and support a diverse labour market. This would support Greater Manchester's growth objectives by delivering appropriate housing and meeting the demands of a growing economy and population. It would be close to the core of the city centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location close to Salford and Deansgate Stations, the Deansgate/Castlefield tram stop and buses. The scheme would help to facilitate sustainable development and contribute to sustainability and health objectives and give people a real choice about how they travel.

Section 6 Delivering a wide choice of high quality homes - The scheme would create an efficient, high-density development bringing 191 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and types and help to create a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within Manchester as the City continues to grow. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.
Section 7 Requiring Good Design The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre and has the support of Historic England.

Section 8 Promoting healthy communities The new residents would add to social interaction in the area and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

Section 10 Meeting the challenge of climate change, flooding and coastal change The application site is in a highly sustainable location. Although Code for Sustainable Homes (CfSH) has been removed following the Government Ministerial Statement issued on 25 March 2015, the proposals aspire to achieve CfSH Level 4. The application is supported by a CfSH Pre-assessment report which demonstrates that a target score of 71.87%, which equates to level 4 CfSH rating is achievable based on the current design and specification of the proposals. The proposal would maximise energy efficiency and incorporate low zero carbon generating technologies which seek to minimise energy use and associated CO2 emissions. This development will aim to achieve 25% less than Building Regulations.

Section 11 Conserving and enhancing the natural environment The documents submitted with this application have considered the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology. These documents demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment The proposals would not have an adverse impact on the character or appearance of the setting of listed buildings or nearby conservation areas and this is discussed in greater detail below. Within the NPPF, Paragraph 128 advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a
designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

**Relevant Local Policies**

**Core Strategy**

The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012 and is the key document in the Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of Unitary Development Plan (UDP) policies have been saved until replaced by further development plan documents. 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 new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City’s economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

**SO3 Housing** The scheme provides 191 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

**SO5 Transport** The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

**SO6 Environment** The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate
change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles - The development would be highly sustainable and would deliver high quality City Centre homes alongside economic and commercial development within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City’s transport infrastructure and make a positive contribution to neighbourhoods of choice by: enhancing the built and natural environment; creating a well designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

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

Policy CC5 – Transport - The proposed development, due to its location would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy CC9 – Design and Heritage - The proposed new building would have a high standard of design appropriate to its context and the character of the area and would not have an adverse impact on the setting of adjacent listed buildings or on the character or appearance of the conservation areas. This is discussed in more detail below.

Policy CC10 – A Place for Everyone - The flats would be a mix of one and two bedroom apartments which would appeal to a wide range of people from single professionals and young families to older singles and couples. The buildings would be accessible.

Policy H1 - Overall Housing Provision - The development would provide new homes in the City Centre, which would be consistent with regeneration objectives and help to create a mixed use community. This would be consistent with the regeneration objectives for this part of the City Centre. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The development would have a positive impact on the surrounding area, meeting the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 – Affordable Housing - A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development
to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable and capable of being delivered but concludes that it cannot support affordable housing. This issue is discussed in more detail below.

Policy T1 - Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and by redeveloping this industrial site within the City Centre.

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

Policy EN1 - Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area, enhance the character and appearance of Castlefield Conservation Area and nearby listed buildings and the overall image of Manchester. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN3 - Heritage - It is considered that the quality and design of the proposed building would enhance the character and appearance of Castlfield Conservation Area and the setting of nearby listed buildings. This is discussed in more detail below.

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

Policy EN5 - Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 - Adaptation to Climate Change – The proposals aspire to achieve Code for Sustainable Homes (CfSH) Level 4. The application is supported by a CfSH Pre-assessment report which demonstrates that a target score of 72%, which confirms that a level 4 CfSH rating is achievable based on the current design and specification of the proposals.

Policy EN14 - Flood Risk - The site is located within Flood Risk Zone 2 on the Environment Agency’s Flood Map, which means that it is at medium risk of flooding from rivers or sea. The policy also sets out requirements for all new development to minimise surface water run-off. The application includes a Flood Risk Assessment and Drainage Statement and the proposal would incorporate measures to protect the development from flooding.

EN15 - Biodiversity and Geological Conservation – An ecological appraisal has assessed the potential impact of the development on local ecology and nature conservation and appropriate precautions would be taken during any site clearance or construction works to avoid any pollution of the adjacent Canal waters. The
proposed buildings would have bio-diverse roofs increasing the ecological benefits of the site.

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

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

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which considers ground contamination issues has been submitted with the application and a suitable condition should be attached to any permission.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy PA1 – Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM 1 - Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are of 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.

These issues are considered full, later in this report.
Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application:

**DC18.1 Conservation Areas** - The proposed development would enhance the character and appearance of the Castlefield Conservation area. This is discussed in more detail below.

**DC19.1 Listed Buildings** - The proposed development would not have an adverse impact on the setting of adjacent listed buildings. This is discussed in more detail below.

**DC20.1 Archaeology** - An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site. This is supported by comments from GMAAS.

**DC26 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.


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.

**Manchester City Centre Strategic Plan**

This presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the components of the City Centre and recognises the key role of the City Centre in providing a positive image and framework for inward investment. It explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region. The application site falls within the area designated as Castlefield. The key priorities for this area include the improvement of the existing public realm and the improvement of the area’s residential infrastructure. 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.

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along 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. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it 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 policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

LEGISLATIVE REQUIREMENTS

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 66 of the Listed Building Act 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 Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) specify that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposal falls within Schedule 2 of the regulations and the planning application was therefore the subject of a Screening Opinion for an Environmental Assessment. The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City’s objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the scheme is not likely to have significant effects. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

ISSUES

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 crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and further housing provision is essential as the City moves into its next phase of economic growth. The development of this site would continue the regeneration of this part of Castlefield, which for many years has been dominated by industrial type activity. The creation of a high quality residential scheme would improve the perception and image of this area and the City in general and could act as a catalyst for further regeneration.

The proposal would deliver a range of good quality apartments, complementing the existing residential community in Castlefield. Manchester’s population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are
required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre.

Residential development would be consistent with a number of the Greater Manchester Strategy’s key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City. It would regenerate of a previously developed brownfield site and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

Whilst there has been a considerable amount of redevelopment and regeneration within the City Centre over the past 20 years, this is inevitably an ongoing process and much remains to be done. This part of Castlefield has not seen the same level of investment as other parts of the conservation area, mainly because it segregated by imposing railway infrastructure and is close to the IRR. This part of Castlefield has the potential to continue the regeneration process in the area and maximise and diversify the benefits that could be delivered.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council’s current and planned regeneration initiatives. As such, it is considered that a residential use of this site, in principle, is entirely appropriate.

**Impact on Heritage Assets**

An assessment of the potential impacts of the development on archaeology and built heritage on and around the site has been undertaken. The site is within the Upper King Street Conservation Area and adjacent to a Grade II* listed building (1-3 York Street). It would also affect the settings of a number of other listed buildings, including the Grade II listed buildings of 41 Spring Gardens and Colwyn Chambers on Mosley Street, and the Grade II* listed buildings of the Royal Bank of Scotland on Mosley Street and 46 Fountain Street.

The Upper King Street Conservation Area has numerous distinct character areas within it, the most important of which is based around the historic buildings on King Street/Spring Gardens. The twentieth century developments along Fountain Street have limited value in terms of contributing to the understanding of the historic development of the area and streetscape value.

A Heritage Statement has been prepared in support of the planning application, including a Visual Impact Assessment, which appraises features of the historic environment that may be affected by the proposal. The site is within the Castlefield Conservation Area, and there are a number of Grade II listed buildings nearby, the most notable of which are the three railway viaducts that oversail the south of the site.

The existing site and views of it are considered to have a neutral impact on the character and appearance of the conservation area. The existing buildings on the site, which are proposed to be demolished, are of no architectural or historic interest.
and they do not contribute positively to the character or appearance of the conservation area. The proposed development has been designed to respond to historic characteristics of the conservation area, with the buildings' form and massing reminiscent of canalside warehouses, and using robust materials. Like Buildings 2 and 2, which form the first phase of the Potato Wharf development, the proposed buildings would follow the geometry of the adjacent canal basin and would sit perpendicular to the listed viaducts, allowing views through to the viaducts. It is considered, therefore, that the proposed development would maintain the character and appearance of the Castlefield Conservation Area, and would create interest and encourage movement through the surrounding area, which would help to revitalise this part of the conservation area and act as a catalyst for further development.

In terms of the impact of the proposal on the setting of the Grade II listed viaducts, the Heritage Statement considers that the proposed development would result in two instances of minor adverse harm. These are caused by the proposed buildings obscuring views of the listed viaducts when viewed from Regent Road looking east. The proposal would have one instance of moderate adverse harm when viewed from the western perimeter of the site looking east, but this harm is mitigated by the lack of use that this part of Potato Wharf has been afforded over the last few decades.

The harm that is caused to heritage assets has to be considered against the significant public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would complement and add to the regeneration of Castlefield and would fully utilise a previously developed, under-utilised site, delivering a high quality development. It would complement the economic growth of the City by delivering much needed new homes. The proposal includes investment in the public realm which would enhance the quality of the environment within Castlefield. It is considered, therefore, that, notwithstanding the weight that must be given to preserving the setting of the listed buildings, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme as required in paragraph 134 of the NPPF.

A separate application has been submitted seeking Listed Building Consent for the creation of surface car parking and bicycle parking within the curtilage of the three viaducts, which are Grade II Listed structures. These works relate to the provision of the parking facilities on the site which would be located under the viaducts. The works within the curtilage of the Listed Viaduct also relate to the formation of a doorway within the existing brick infill (not original fabric). These works would not adversely affect the special character of the Listed Viaduct or its setting and are therefore considered to be acceptable.

Given the above, it is considered that the proposal would be consistent with Sections 7 and 12 of the NPPF and Core Strategy Policies SP1, CC9, EN1, EN2, EN3 and DM1.

**Design**

Block 3 would be parallel to the canal basin and, along with the existing Block 2, would help to recreate a warehouse type relationship that once used to frame either side of these canal basins. The separation distances between the blocks would be
similar to those approved as part of the first Phase of the development. The new buildings would alter the view of residents of Phase 1. However it is not considered that the buildings on this site would be out of character with the surrounding area given the nature and relationship of other buildings in the Potato Wharf development.

The proposal responds to the geometry of the canal basins and reflects the scale of the existing eight storey phase one scheme. The proportions of the blocks also refer to the historic warehouse vernacular of the area. The proposed buildings closely match the height of the existing buildings at Potato Wharf, which are approximately two storeys higher than the closest viaduct to the development, and the widths are comparable.

The provision of new buildings on what is largely a vacant site would affect the character of the area. The appearance would reflect the existing buildings using the same high quality palette of materials including brick and timber, materials that have been chosen to reflect the industrial and canalised nature of the area. Overall it is considered that the proposed buildings are well composed and the use of high quality materials would ensure that the buildings have a positive impact on the street scene and the views into the City Centre.

Archaeology

Policies EN3 and DM1 of the Core Strategy require that the new developments should take account of heritage assets and possible preservation. Extant policy DC20 of the UDP states that where remains cannot be kept in place proper recording shall be made. A desk based archaeology statement has been prepared in support of this planning application. This concludes that some archaeological remains could exist on the site and a condition requiring further investigation of these should be attached to any permission.

Amenity

Whilst the principle of the proposed use is acceptable it could impact upon amenity within the area through noise generation from plant and equipment. The noise environment for future occupiers of the proposed building should also be considered. The main sources of noise would be from road traffic in addition to tram and rail as well as the site’s close proximity to the activities of the City Centre. Acoustic insulation would be required to mitigate against any undue harm as a consequence of the identified noise sources. Consideration needs to be given to the type of ventilation used along with the glazing specification to achieve the required noise levels within the apartments. The application is supported by an acoustic report that outlines how the premises would be acoustically insulated to provide acceptable noise levels within the accommodation and to prevent unacceptable levels of noise breakout from any plant and equipment, and this should be controlled through a condition. Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

The impact of the proposal in terms of daylight and sunlight, overshadowing and privacy has been considered. The development would have an impact on existing residents on the adjacent site, with the residents of Block 2 in particular likely to
notice a change in the amount of daylight and sunlight benefitting their property. The residents of Block 2 currently overlook a predominantly open site and so currently enjoy levels of sunlight and daylight that could be considered unusual in a city centre context. In city centre locations, the grain of development is such that buildings are often closer to one another compared to suburban locations. The distances between the buildings in this proposal would be similar to that of the first phase, and the distance between the proposed Block 3 and the existing Block 2 would be approximately 30.9m, which is greater than the distances between the pairs of blocks on each site, and is considered adequate in this context. The levels of sunlight and daylight that occupiers of the adjacent site would enjoy would not be unusual in this city centre context and are considered to be acceptable. It is considered that the distances between the buildings would be adequate so as not to have a detrimental impact on the privacy of existing residents or future residents of the proposed development.

A Wind Microclimate Study has been carried out to support the application. This concludes that the proposed development is not expected to have any significant impact on pedestrian level wind conditions within the surrounding area in terms of either pedestrian safety or comfort.

Given the above, it is considered that the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

**Viability and affordable Housing**

The NPPF 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 NPPF sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to 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.

The applicant has provided a viability appraisal for the site and the proposed development. The appraisal shows that financial impact of the provision of affordable housing, combined with other planning obligations for environmental and infrastructure improvements in the area could affect the scheme’s viability. The scheme would deliver benefits on the site through the provision of an area of public realm adjacent to the river, and a building of a high design specification. The proposal would consist of properties for private rent and would therefore not include any affordable housing provision. In this instance it is considered that this approach
is acceptable as the proposal seeks to diversify the rental market within this area of Manchester along with the other regeneration benefits the development will bring.

**Highways/car parking**

It is considered that the development would be in a sustainable location. It is within walking distance of Deansgate Railway Station (which also provides access to Metrolink services at Deansgate-Castlefield), and Cornbrook tram stop. The opportunity for sustainable travel is enhanced further by the site’s location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links. A total of 121 on site car and 120 cycle parking spaces would be provided. The vehicle access for parking and servicing would be provided directly off Potato Wharf and Highway Services have no objections to the proposals. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

**Flood Risk/surface drainage**

The proposed development sits within Flood Zone 2 and is therefore at medium risk of fluvial flooding. The proposal has been designed to withstand flooding with the proposed finished floor level being at least 26.5m and flood resilient construction methods used up to 28.7m AOD. The proposed development incorporates measures to reduce surface water run-off and conditions should be attached to any approval regarding such measures. Given the above, it is considered that the proposal would have an acceptable impact in terms of flood risk and surface water drainage and would thereby be in accordance with policies EN14 and EN17 of the Core Strategy.

**Sustainability and energy efficiency**

An energy statement outlines that the building would incorporate good thermal insulation, highly efficient glazing units, low energy light fixtures, limitation to air leakage and controls to manage the heating system. This would ensure that the buildings achieve a high level of thermal efficiency/air tightness and reducing heating demands beyond Building Regulations requirements. The proposed development would maximise energy efficiency and incorporate low zero carbon generating technologies to minimise energy use and associated CO2 emissions. The development would aim to achieve 25% less than Building Regulations. It is considered therefore that there would be an overall reduction in emissions as set out in policy EN6 of the Core Strategy.

**Crime and Disorder**

The proposed use would bring additional vitality to this underused site and the broader area. The development would provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which 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.

**Ground conditions**

A Geo-Environmental Site Assessment report has assessed the possible risks of contamination to water sources. The proposed development site has a historical industrial land use, which may have led to elevated concentrations of contamination in the ground, which could pose a risk to controlled waters. As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission, requiring a site investigation.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

**Waste**

The application includes a waste management strategy and both buildings would have their own dedicated refuse store, including re-cycling facilities, which would be securely accessible by residents internally. It is considered that the proposal would therefore be in accordance with policies DM1 and EN19 of the Core Strategy.

**Ecology and Biodiversity**

The planning application is accompanied by an ecological appraisal that assesses the potential impact of the development on local ecology and nature conservation. The proposal would have no adverse effect on statutory or non-statutory designated sites and there is little ecological interest on the existing site. It would be necessary to ensure that appropriate precautions are taken during site clearance and construction works to avoid any pollution of the Canal and a condition requiring this should be attached to any permission. Both buildings would have green roofs which could increase the ecological benefits of the site and features to encourage wildlife, such as bat roosting boxes could be introduced. A condition should be attached to any permission to require details of such features.

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

**TV reception**

A TV reception survey has been carried by the applicant to determine the impact of the development on the local TV reception. The survey does not envisage any impact to either terrestrial or satellite television reception as a result of the building being erected at the site.

**Response to Neighbour Comments**

Residents of Worsley Mills on the south side of the canal have requested that trees growing on the side of the canal be protected by a TPO. These trees are outside the
application site, there are no proposals to do any works to them/remove them, and they are protected by virtue of being within the conservation area. A condition requiring protection of retained trees during construction works should be attached to any permission. Given this it is considered that a TPO is unnecessary in relation to this planning application.

The proposal would provide a mix of one and two bed apartments, with no more than 33 per cent of apartments being one bed apartments, which is in line with the City Council’s requirements and would appeal to a wide range of people from single professionals to young families.

With regard to pedestrian access through the site, the applicant proposes that public routes through the site would be open during daylight hours with access restricted at periods of darkness to residents only, through controlled access points, in order to balance connectivity through the site with the safety and security of residents. Appropriate signage would be in place to advise pedestrians of this and this would be reviewed on a regular basis.

A dedicated pedestrian route would be provided between Block 3 and the canal basin, which would provide a link to the existing footbridge over the Bridgewater Canal. However, the applicant does not have control over whether the footbridge can be re-opened as the footbridge falls outside the applicant’s landownership site.

**Conclusion**

It is considered that a residential development in this location would be an appropriate response to national and local planning policy. It would extend and complement the existing residential development on the adjacent site and would promote a quality neighbourhood, economic development and sustainable travel patterns. The development proposed would be well designed and of a high quality and would fulfil an important role in providing a residential accommodation within the City Centre, for which there is a need.

As detailed above a residential development at the site would be consistent with a number of the GM Strategy’s key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

It is considered that the proposed buildings would maintain the character and appearance of Castlefield Conservation Area and, whilst they would have an impact on the settings of the listed viaducts on the site, the impact would be minor and is outweighed by the public benefits that the scheme would bring.

The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm in the area. The form of the proposal would maximise the potential of the site in an acceptable manner.

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

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

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

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. The City Council officers worked with the applicant during the application process to achieve an acceptable impact on amenity, the character and appearance of the conservation area.

Reason for recommendation

Conditions to be attached to the decision

109335/FO/2015/C1

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:

N5762/C800-15/012 Rev 0 - Plot 3 Viaduct Elevation
N5762/C800-14/011 Rev 0 - Plot 1 _ 2 Viaduct Elevation
Design and Access Statement Rev A by Weedon Architects June 2015;

Surface Water Drainage Maintenance C1114/DR/EAJ/Z0143 by Shepherd Gilmour Infrastructure August 2013;

Lend Lease by RLB June 2015;

Planning Statement by Deloitte June 2015;

Archaeological Desk Based Assessment by Oxford Archaeology North May 2015;

Extended Phase 1 Habitat Survey by WSP June 2015;

Pre-Assessment Estimator Tool for Sustainable Homes;

Pre-Consturction Survey by TVA Installations April 2015;

Wind Microclimate by Urban April 2015;

Acoustic Planning Report - Existing Noise Climate by Hoare LEA;

Transport Statement and Fraework Travel Plan by Shepherd Gilmour;

Tree Survey and Impact Assessment, Protection Plan and Aboricultural Method Statement by Midland Forestry June 2015;

Sunlight, Daylight and Overshadowing Assessment by Hulley ECO April 2015;

Energy Statement by Hulley ECO May 2015;

Environmental Standards Statement and Code for Sustainable Homes Pre-Assessment Report by Hulley ECO April 2015;

Ongoing Management Strategy by Livingcity Asset Management May 2015;

Air Quality Assessment by WSP June 2015;

Flood Risk Assessment and Drainage Statement by Shepherd Gilmour Infrastructure Ltd (C1114-Z0115 Version REV A) dated June 2015; and

Phase 1 Geo-Environmental Site Assessment.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) Before any development commences, the following shall be submitted to and approved in writing by the City Council as local planning authority:
(a) Samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, and all external surface materials;
(b) Details of the drips to be used to prevent staining; and
(c) A strategy for quality control management

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.

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

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

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

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

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

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

5) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following

*Hours of site opening / operation
*A Site Waste Management Plan,
*Air Quality Plan;
*A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
*The parking of vehicles of site operatives and visitors;
*Loading and unloading of plant and materials;
*Storage of plant and materials used in constructing the development;
*Construction and demolition methods to be used, including the use of cranes;
*The erection and maintenance of security hoarding;
*Measures to control the emission of dust and dirt during construction and;
*A scheme for recycling/disposing of waste resulting from demolition and construction works;
*Details of and position of any proposed cranes to be used on the site and any lighting;
*A detailed programme of the works and risk assessments;
*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
*Details on the timing of construction of scaffolding,
*A Human Impact Management Plan,
*Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times,

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

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

6) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

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

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those
areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

8) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

(a) A phased programme and methodology of site investigation and recording to include:

- targeted field evaluation trenching
- (depending upon the evaluation results) a strip map and record exercise
- targeted open area excavation

(b) A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

(c) Provision for publication and dissemination of the analysis and report on the site investigation.

(d) Provision for archive deposition of the report, finds and records of the site investigation.

(e) 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 the National Planning Policy Framework.

9) No development shall take place until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The following information has to be provided:

- Surface water attenuation:
- Hydraulic calculations for the existing discharge rates to be based on existing drainage system;
o Detailed volume calculations for surface water attenuation that offers at least a reduction of 50% of the existing flows in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment;
o Runoff volume in the 1 in 100 year, 6 hours rainfall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never exceed the runoff volume from the development site prior to redevelopment;
o Evidence of management of exceedance events should be catered on site without increasing flood risks (both on site and outside the development) - the drainage system must be designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building (including basements);
o Long and cross sections for the proposed drainage system and finished floor levels;
o Construction details of flow control and SuDS elements.
o Proposal of surface water management during construction period.

Reason - In line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk, pursuant to policies EN8, EN14 and EN17 of the Core Strategy and to the National Planning Policy Framework.

10) 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:

o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o 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 - In line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk, pursuant to policies EN8, EN14 and EN17 of the Core Strategy and to the National Planning Policy Framework.

11) No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are present is permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.
Reason - To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters, pursuant to policies DM1 and EN18 of the Core Strategy.

12) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there would be no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters, pursuant to policies DM1 and EN18 of the Core Strategy.

13) Before the development hereby approved commences, a scheme to protect the water quality of the Bridgewater Canal and the River Irwell during development and construction works shall be submitted to and approved in writing by the City Council as local planning authority. The details submitted shall indicate how the water and towpaths are to be protected from contamination from construction or other materials during the development and construction periods relating to the application proposal, how the scheme will be implemented, and how it will be managed throughout the development period.

Reason - In the interests of amenity and to protect the water environment, pursuant to policy DM1 of the Core Strategy.

14) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

15) The hard and soft landscaping treatment scheme hereby approved shall be implemented not later than 12 months from the date the buildings are first occupied. 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 SP1, EN9 and DM1 of the Core Strategy.

16) The details of an emergency telephone contact number for the construction site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.
Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

17) No part of the development shall be occupied until measures/features that are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes, and including details of the green roofs, have been submitted to and approved in writing by the City Council as local planning authority and those approved measures/features have been incorporated into the development.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable habitat areas, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

18) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These 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.

19) The development hereby approved shall not be occupied unless and until the flood risk mitigation measures set out in the Flood Risk Assessment and Drainage Statement by Shepherd Gilmour Infrastructure Ltd (C1114-Z0115 Version REV A) dated June 2015 have been implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

20) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and 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.

21) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the nearby road and rail network, and any other actual or potential sources of noise on or near the site including any local commercial or industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from nearby noise sources in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.
22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

23) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

24) Before the development hereby approved is completed, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building, shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

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

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

26) Before first occupation of the development full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted
to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

27) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

28) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

29) The car parking spaces hereby approved shall be used only by residents occupying the development hereby approved and by no other persons.

Reason: To ensure that adequate parking is provided for occupiers of the development in the interests of highway safety and amenity, pursuant to Core Strategy policies SP1 and DM1.
**109336/LO/2015/C1**

**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 listed building consent application. No problems arose during the application process.

**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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

<table>
<thead>
<tr>
<th>Document Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>N5762/C800-15/012 Rev 0</td>
<td>Plot 3 Viaduct Elevation</td>
</tr>
<tr>
<td>N5762/C800-14/011 Rev 0</td>
<td>Plot 1 _ 2 Viaduct Elevation</td>
</tr>
<tr>
<td>N5762/C800-15/010A-2 Rev A</td>
<td>Topographical Survey</td>
</tr>
<tr>
<td>16042-A0750</td>
<td>Proposed Site Plan</td>
</tr>
<tr>
<td>16042-A0700 Rev B</td>
<td>Site Location Plan</td>
</tr>
<tr>
<td>16042-A2201</td>
<td>Typical Perimeter Section</td>
</tr>
<tr>
<td>16042-A2202</td>
<td>Typical Perimeter Section</td>
</tr>
<tr>
<td>16042-A0580</td>
<td>Demolition Plan</td>
</tr>
<tr>
<td>16042-A1155</td>
<td>Site Section A-A Visuals</td>
</tr>
<tr>
<td>16042-A1150</td>
<td>Site Elevations</td>
</tr>
<tr>
<td>16042-A3017 Rev B</td>
<td>7th Floor</td>
</tr>
<tr>
<td>16042-A3018 Rev B</td>
<td>Roof</td>
</tr>
<tr>
<td>16042-A3150 Rev A</td>
<td>Elevation 1</td>
</tr>
<tr>
<td>16042-A3151 Rev A</td>
<td>Elevation 2 _ 4</td>
</tr>
<tr>
<td>16042-A3152 Rev B</td>
<td>Elevation 3</td>
</tr>
<tr>
<td>16042-A3010 Rev B</td>
<td>Ground Floor</td>
</tr>
<tr>
<td>16042-A3011 Rev B</td>
<td>1st Floor</td>
</tr>
<tr>
<td>16042-A3012 Rev B</td>
<td>2nd Floor</td>
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<tr>
<td>16042-A3013 Rev B</td>
<td>3rd Floor</td>
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<tr>
<td>16042-A3014 Rev B</td>
<td>4th Floor</td>
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<tr>
<td>16042-A3015 Rev B</td>
<td>5th Floor</td>
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<tr>
<td>16042-A3016 Rev B</td>
<td>6th Floor</td>
</tr>
<tr>
<td>16042-A4150 Rev B</td>
<td>Elevation 1</td>
</tr>
<tr>
<td>16042-A4151 Rev A</td>
<td>Elevation 2 _ 4</td>
</tr>
<tr>
<td>16042-A4152 Rev A</td>
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<tr>
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<tr>
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<td>7th Floor</td>
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<td>16042-A4015 Rev B</td>
<td>5th Floor</td>
</tr>
<tr>
<td>16042-A4014 Rev B</td>
<td>4th Floor</td>
</tr>
</tbody>
</table>
Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Before any works to the proposed car park surface are commenced on site full details of the junction of the proposed surface treatment to the car park area and the listed railway viaduct structure shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details shall include accurate, annotated, large scale plan, elevation and cross sections drawings.

Reason - In the interests of visual amenity, and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the
character and appearance of this building in accordance with Policies SP1 (Spatial Principles), EN3 (Heritage), CC9 (Design and Heritage), and DM1 (Development Management) of the Core Strategy, and saved Policy DC19.1 (Listed Buildings) of the Unitary Development Plan for the City of Manchester.

**Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 109335/FO/2015/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

- Highway Services
- Environmental Health
- Neighbourhood Team Leader ( Arboriculture)
- Housing Strategy Division
- Environment & Operations (Refuse & Sustainability)
- Travel Change Team
- City Centre Renegeration
- Contaminated Land Section
- MCC Flood Risk Management
- Greater Manchester Police
- United Utilities Water PLC
- Canal & River Trust
- Historic England (North West)
- Environment Agency
- Transport For Greater Manchester
- Greater Manchester Archaeological Advisory Service
- Greater Manchester Ecology Unit
- Greater Manchester Pedestrians Society
- Network Rail

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

**Representations were received from the following third parties:**

- Flat 318, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NY
- Flat 7, Rochdale House, Slate Wharf, Manchester, M15 4SX
- Apartment 11, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 15, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 16, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 17, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 19, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 2, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
- Apartment 29, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 36, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 38, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 4, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 43, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 45, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 49, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 5, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 52, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 62, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 74, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 82, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Apartment 83, Worsley Mill, 10 Blantyre Street, Manchester, M15 4LG
Flat 307, Whitworth, 39 Potato Wharf, Manchester, M3 4BH
422, 4 Kelso Place, Manchester, M154GT
119 Liverpool Road, Manchester, M3 4JN
Apt 402, 37 Potato Wharf, Manchester, M3 4BD

802 The Base, 12 Arundel Street, M15 4JR
14 Egerton House, 2 Slate Wharf, M15 4SY
101 City Gate, Blantyre Street, M14 4JU

Apt 309 Castlegate, 2 Chester Road, M15 4QG

**Relevant Contact Officer** : Lucy Harrison
**Telephone number** : 0161 234 5795
**Email** : l.harrison1@manchester.gov.uk
Looking south west from New Elm Rd towards the viaducts.

Standing under the existing viaducts, looking north between the two proposed apartment blocks.