This document contains a summary of any objections or other relevant representations received by the Department since the preparation of the published agenda. Where possible, it will also contain the Head of Planning, Building Control & Licensing’s own brief comment. These summaries are prepared on the day before the Committee. Very late responses therefore have to be given orally.
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee

15 October 2015

Item No. 5

Application Number 109974/JO/2015/S1

Ward Chorlton Ward

Description and Address
Removal of condition no. 11 attached to planning permission ref: 084593/FO/2007/S1 to enable the use of the external area to the front for external dining and drinking

133 Beech Road, Chorlton-Cum-Hardy, Manchester, M21 9EQ

1. Local Residents/Civic Groups

Chorlton Civic Society has no objections to the proposed development provided that a curfew of 11 pm is imposed and enforced.

2. Applicant/Agent

The drawing below shows hatch in red the area to be used for outside seating.
4. **Head of Planning - Further Observations/Modifications to Conditions/Reasons for Refusal**

It is proposed that condition 2 is amended as follows:

“The development hereby approved shall be carried out in accordance with the following drawings and documents: drawing 526/04D, report ref 06168-004 dated July 2006 by Philip Acoustics Ltd and drawing 2447/PL1A stamped as received on 6th October 2015

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy policies DM1, C10 and EN3 and saved Unitary Development Plan policies DC10 and DC18 of the Manchester Unitary Development Plan.”
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee

15 October 2015

Item No. 6

Application Number 109469/FO/2015/S1

Ward Chorlton Ward

Description and Address
Retention of secure covered storage unit to rear of nos 8 to 10 Silverwood Avenue and no.9 Brundrett's Road

Kentoms Garage, Silverwood Avenue, Chorlton, Manchester, M21 8BN

1. Officers/Outside Bodies

Environmental Health - If the use is restricted to storage, there are no comments or objections.

2. Further Comments of the Head of Planning

Members will note that the application title refers to storage use only and there is a condition recommended in the main report restricting the use to storage only.

The recommendation remains unchanged - APPROVE
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee
15 October 2015

Application Number 109161/FO/2015/C1
Ward City Centre Ward

Description and Address
Demolition of existing building and redevelopment of the site for the erection of an eight storey building comprising offices (class B1), with shop (Use Class A1), financial and professional institution (Use Class A2) or restaurant/cafe (Use Class A3) uses on the ground floor, together with basement car and cycle parking, related highway works, public realm improvements and associated works.

11 York Street, Manchester, M2 2AW

1. Officers/Outside Bodies

Transport for Greater Manchester (TfGM) - There are existing Sheffield stand cycle parking facilities on the Fountain Street pavement and frontage, which TfGM recommend be retained for the use of visitors to the retail or office elements of the development.

2. Applicant

The applicant has provided information regarding the use of sustainable drainage systems (SuDS) in response to the MCC Flood Risk Management team’s comments.

3. Head of Planning

With regard to the information regarding SuDS, it is considered that this can be dealt with under the recommended conditions 6 and 7.

In response to TfGM’s comments above, the existing on-street cycle parking would be removed as the proposed building would fill the site up to the back of pavement on Fountain Street leaving insufficient room for cycle parking in this location. Cycle parking could be accommodated in the area allocated for motor cycle parking on Marble Street. This can be dealt with under Condition 18, which should be amended as follows:

“No part of the development shall be occupied until space and facilities for bicycle and motor cycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local
planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle and motor cycle 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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.”

Condition 8 should be amended to delete "including 1 Hardman Boulevard, the Civil Justice Centre and Crown Courts" as follows:

“The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following has been submitted to and approved in writing by the City Council as local planning authority:

*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;
* The erection and maintenance of security hoarding;
* Measures to control the emission of dust and dirt during construction;
* A scheme for recycling/disposing of waste resulting from 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 are maintained at all times.

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).”

Condition 24 should be amended to substitute “motorcycle and bicycle parking” with “disabled persons”, as follows:

“No part of the development shall be occupied until the parking spaces suitable for use by disabled people have been provided in accordance with the approved plans. The approved spaces shall then be retained and permanently reserved for disabled persons.”
Reason - To ensure that adequate provision is made for motorcycle and 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."
APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)

Planning and Highways Committee  
15 October 2015  
Item No. 9

Application Number 109246/FO/2015/C1  
Ward City Centre Ward

Description and Address
Demolition of existing (as shown on drawing reference 3156_70 Rev P2) to enable the permanent part redevelopment and part refurbishment of the site to include the following: the conversion of the existing Granada House building into a hotel (Use Class C1) with associated private members club (Sui Generis); food and beverage services (Use Classes A3 and A4); cinema (Studio 2) (Use Class D2); erection of new single storey rooftop bar as part of the private members club; erection of a new eight storey office building (Use Class B1) together with rooftop pool and amenity space; conversion of Studios 6 and 12 for use as event spaces (Sui Generis); replacement of Studio 8 with a pedestrian linkage between Atherton Street and the wider St John’s masterplan area as well as creation of a covered pedestrian link between Grape Street and Quay Street on the approximate site of the current M1 service corridor (both linkages could accommodate temporary and pop-up uses (Sui Generis)); and, temporary car parking to rear of Granada House; all with associated access and servicing arrangements; public realm and landscaping works including the retention and opening up of the existing Breeze Studio Gardens as a managed public space; and, other associated works.

Granada House, Atherton Street, Manchester M3 3GS

1. The Public/Local Opinions

Further correspondence has been received in relation to Manchester and Salford Junction Canal, seeking to preserve the canal route, to allow for the possibility of tours and restoration. Committee is referred to the main report. No further comments.

2. Head of Planning - Further Observations/Modifications to Conditions

Amended conditions

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

Drawing refs:
Design and Access Statement Revision 2 prepared by Levitt Bernstein dated June 2015;

Supporting Planning Statement prepared by Deloitte dated June 2015;

Statement of Community Consultation prepared by Deloitte dated June 2015;

Manchester Grande Public Realm Design Document Revision 2 prepared by Gillespies dated 18 June 2015;

Archaeological Desk-Based Assessment prepared by Oxford Archaeology dated June 2015;

Environmental Standards Statement prepared by Valco dated 17 June 2015;

Energy Statement Revision 1 prepared by Crookes Walker Consulting (undated);


Ecology Survey and Assessment (including licensed bat survey) prepared by ERAP dated 17 June 2015;

Drainage and Flood Risk Planning Statement prepared by RoC dated 18 June 2015;


Transport Statement prepared by Vectos dated 22 June 2015;

Framework Travel Plan prepared by Vectos dated 22 June 2015;

Phase 1 Ground Conditions Report prepared by RoC dated 15 June 2015;


Construction Management and Phasing Statement prepared by Wates dated June 2015;

Refuse Management Strategy prepared by Vectos;

Ventilation Statement Revision 2 prepared by Crookes Walker Consulting (undated);

Waste and Servicing Strategy prepared by Vectos dated 22 June 2015;
TV Reception Survey Report Revision 2 prepared by Taylor Brothers dated June 2015;
Event Management Strategy prepared by Sparklestreet (undated); and,

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy policies DM1 and SP1, and saved UDP policies DC10.1, DC10.2, DC18.1, DC19.1, DC26.1 and DC26.5

16) Construction/demolition works shall be confined to the following hours:

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

*Workforce may arrive on site 30 minutes prior but no working outside these times. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase and pursuant to Core Strategy Policy DM1.

22) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. New developments should have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

The Waste and Servicing Strategy by Vectos, ref VN50433, shall be implemented as part of the scheme for storage and disposal of refuse, and shall remain in situ whilst the use or development is in operation. The management company will be responsible for all waste collections.

Reason - In the interests of amenity and public health and pursuant to Core Strategy Policy DM1.

23) 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 area, as defined in the submitted Radio and TV Reception Impact Assessment, 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 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 pre-existing level and quality of signal reception identified in the survey carried out in (a) above. Any identified measures shall be carried out within a period of six months of the practical completion of the development.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, in the interests of residential amenity, and pursuant to policy DM1 of the Core Strategy.

24) 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 and pursuant to Core Strategy Policy DM1.

25) 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. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the $L_{A_{eq}}$ (entertainment noise) should be controlled to 10dB below the $L_{A_{90}}$ (without entertainment noise) 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 should be controlled so as not to exceed (in habitable rooms) 42dB and 36dB, respectively.

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

31) No development shall take place unless and until a Maintenance Strategy for the Breeze Studio Gardens, including planting arrangements, boundary treatments, furniture and lighting, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason - In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.
33) No development shall take place unless and until full details of the design and appearance of the upper floor link structures between the proposed hotel and adjacent office building has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason - In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

34) No development shall take place unless and until full details of the design and appearance of all structural elements proposed for enclosed spaces, including The Arcade, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason - In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

An updated map showing the neighbours notified of the application is attached.

Representations were received from the following third parties
Environmental Health
Environment Agency
GMAAS
Network Rail
United Utilities
Highway Services
GMP
TFGM
Historic England
Canal & Rivers Trust
Inland Waterways Association, Manchester and Salford Junction Canal
Cobden House Chambers, 19 Quay St
1004 Bauhaus, 2 Little John St, M3 3GZ
35 Culvercliff Walk, St Johns Gardens, M3 4FL
37 Culvercliff Walk, St Johns Gardens, M3 4FL
2 Rozel Square, St Johns Gardens, M3 4FQ
4 Rozel Square, St Johns Gardens, M3 4FQ
13 Rozel Square, St Johns Gardens, M3 4FQ
45 Rozel Square, St Johns Gardens, M3 4FQ
23A Porchfield Square, St Johns Gardens, M3 4FG
65 Porchfield Square, St Johns Gardens, M3 4FG
8 Ashill Walk, M3 4FJ
Planning and Highways Committee 15 October 2015

Item No. 10

Application Number 109466/FO/2015/C1 Ward City Centre Ward

Description and Address
Demolition of existing buildings and structures including Stage 1, Coronation Street Set and Lot, The Stables and Stage 2 Extension, as defined on plan ref. 7331-A-G110_XP-UG to enable the construction of nine mixed use blocks for retail use (use class A1, A2 and A3), and workspace/office use (use class B1) on the lower floors, with residential uses above (use class C3); together with the creation of new public realm, landscaping, car and cycle parking, access arrangements and associated works

Former Studio Space On Land Bounded By Grape Street To The North, Lower Byrom Street To The East, MOSI To The South With Liverpool Road Beyond And The Bonded Warehouse And Stage 2 To The West With Water Street Beyond, Manchester

1. The Public/Local Opinions

An on-line petition, with 2056 signatures, has been received, which requests that a site visit be made, before Committee reach a decision, to consider the possibility of making a small but significant amendment to the proposals so as to retain a few key elements of the Coronation Street set. Coronation Street and its set are indisputably important in television, UK and Manchester history and are culturally significant to millions of people worldwide. It is suggested that discussions with ITV take place to explore potential opportunities for retaining the terrace, including the Rovers Return pub, with the interior of the pub installed behind the façade, and the street cobbles in front, or retaining the Rovers Return pub and at least some of the street cobbles or possibly rebuilding the interior elsewhere within the St. John’s Masterplan, together with street cobbles.

Response of Head of Planning.

It is noted that ITV have contracted to demolish the temporary Coronation Street set and lot and are legally obliged to do so. ITV currently have no desire for the set and lot to be retained for commercial or other reasons. The former set and lot were not designed to be retained following ITV’s vacation of the site.
The St. John’s Masterplan and Strategic Regeneration Framework was informed by a site-wide heritage appraisal (relating to the full extent of the former ITV Quay Street estate as well as adjoining sites, such as the MOSI complex) undertaken by Stephen Levrant Heritage Architecture. This comprehensive appraisal, which was discussed with Manchester City Council and Historic England, confirmed that the Coronation Street set and lot are not considered to be non-designated heritage assets and therefore there is full scope for demolition. The set and lot are not considered to possess architectural or heritage value that would warrant retention. It should also be noted that Historic England have previously considered a request to list the set and lot; following a site visit, they determined that the temporary buildings were not worthy of being listed and that the set was best remembered in the medium for which it was intended, on film.

The loss of the Stage 1 building will have a negligible heritage impact. The loss of the former Coronation Street set will have a minor heritage adverse impact due to its communal value relating to the theatrical external set being used to film the television programme Coronation Street from 1982 to 2014 (when production moved to a new set at Media City). The proposed treatment of the public realm in the area will demarcate the footprint of the former site, creating a lasting reference to the communal value of the television set. This proposal is considered to mitigate the impact of demolition of the former set.

2. Head of Planning - Further Observations/Modifications to Conditions

Recommended amendments to conditions

5) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials, have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials. The approved scheme shall be implemented not later than 12 months from the date any part of the development is first occupied.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

16) Prior to the commencement of use of any (Class A1, A2, A3 or B1) commercial premises, a strategy for the management of smokers shall be submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties, and pedestrians, pursuant to policy DM1 (Development Management) of the Core Strategy.
31) 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 and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester

32) Prior to the first occupation of any residential units, a Residents Management Strategy shall be submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, Janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

33) Construction/demolition works shall be confined to the following hours:

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

*Workforce may arrive on site 30 minutes prior but no working outside these times. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

34) 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 area, as defined in the submitted Radio and TV Reception Impact Assessment, 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 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 pre-existing level and quality of signal reception identified in the survey carried out in (a) above. Any identified measures shall be carried out within a period of six months of the practical completion of the development.
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 TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, in the interests of residential amenity, and pursuant to policy DM1 of the Core Strategy.

36) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of `very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason: In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy

43) No development shall take place unless and until details of all areas of public realm to include design, street furniture, planting, provision for disabled people, steps, boundary treatments, arrangement of materials, lighting, drainage and gradients have been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

An updated map showing the neighbours notified of the application has been attached.

**Representations were received from the following third parties**
United Utilities
Environmental Health
Highways
Historic England
GMAAS
GMP
Canal & Rivers Trust
Ecology
Housing
Places Matter
Environment Agency
Inland Waterways Association, Manchester and Salford Junction Canal
DWF LLP, 1 Scott Place, 2 Hardman St, M3 3AA
MOSI, Liverpool Rd, M3 4FP
Cobden House Chambers, 19 Quay St
St Johns Gardens Residents Association
Apt 8, The Rope Works, 33 Little Peter St
704 Rossetti Place, 2 Lower Byrom St, M3 4AN
35 Culvercliff Walk, St Johns Gardens, M3 4FL
37 Culvercliff Walk, St Johns Gardens, M3 4FL
2 Rozel Square, St Johns Gardens, M3 4FQ
4 Rozel Square, St Johns Gardens, M3 4FQ
6 Rozel Square, St Johns Gardens, M3 4FQ
8 Rozel Square, St Johns Gardens, M3 4FQ
13 Rozel Square, St Johns Gardnes, M3 4FG
45 Rozel Square, St Johns Gardens, M3 4FQ
6 Porchfield Square, St Johns Gardens, M3 4FG
23A Porchfield Square, St Johns Gardens, M3 4FG
65 Porchfield Square, St Johns Gardens, M3 4FG
8 Ashill Walk, M3 4FJ
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee
15 October 2015
Item No. 11

Application Number 109241/FO/2015/C1
Ward City Centre Ward

Description and Address
Demolition of outbuildings, the adjoining former stables building and external fire escape (as shown on drawing ref. 901 PLS-03) to facilitate the conversion and refurbishment of the lower ground, upper ground and first floors of the Bonded Warehouse for the following uses: retail (Class A1), market (Class A1), restaurant (Class A3), bar (Class A4) offices (Class B1); and refurbishment of the second, third and fourth floors for continued office use (Class B1); along with the installation of roof plant with enclosure, minor external alterations to the building to facilitate new entrances, creation of three external lightwells to facilitate use of the lower ground floor, façade lighting, landscaping, cycle parking and associated works.

Bonded Warehouse, Grape Street, Manchester M3 3JE

Head of Planning - Further Observations/Modifications to Conditions

1. Page 3. Consultations / Publicity: Add the following sentence after “6 letters of objection have been received raising issues listed below”. “Issues raised by consultees also listed below”.

2. Page 21. Full Access and Inclusive Design: Delete the following sentence: “The measures proposed to relay the passageway, provide ambulant accessible steps and move the western pair of listed bollards would improve accessibility to and through the passageway”.

3. Conditions 5, 27 and 28 delete the words “Unless otherwise agreed in writing by the City Council as Local Planning Authority”.

4. Page 42. Representations were received from the following third parties. Insert:

MOSI, Liverpool Road, M3 4FP
Apt 415 The Hub, 5 Piccadilly Place
6 Rozel Square, St Johns Gardens, M3 4FQ
45 Rozel Square, St Johns Gardens, M3 4FQ
23A Porchfield Square, St Johns Gardens, M3 4FG
37 Culvercliff Walk, St Johns Gardens, M3 4FL
Manchester and Bolton and Bury Canal Society
5. Condition 2. Insert the following drawings and documents:

Drawings
901 PL EE N P3
901 PL EE S P3
901 PL EE W&E P3
901 PL EX 01 P2
901 PL EX 02 P2
901 PL EX 03 P2
901 PL EX 04 P2
901 PL EX LG P2
901 PL EX RF P2
901 PL EX UG P2
901 PL EX UG-1_500 P2
901 PL GA 01 P4
901 PL GA 02 P4
901 PL GA 03 P4
901 PL GA 04 P4
901 PL GA LG P4
901 PL GA LG-(1_500) P4
901 PL GA RF P4
901 PL GA UG P4
901 PL GA UG-(1_500) P4
901 PL GE N P4
901 PL GE S P4
901 PL GE W&E P4
901 PL GS AA P4
901 PL S – 01 P3
901 PL S – 02 P2
901 PL S – 03 P2
901 PL ES – A P3
901_SK-020
901_SK-021

Documents
Supporting Planning Statement prepared by Deloitte;
Design and Access Statement Revision 1 incorporating a Waste Management Strategy prepared by Buckley Gray Yeoman dated 23 July 2015;
Bonded Warehouse Public Realm Design Document Revision 3 prepared by Gillespies dated 18 June 2015;
Heritage Statement prepared by Stephen Levrant Heritage Architecture dated 21 July 2015;
External Lighting Strategy prepared by Crookes Walker Consulting dated 16 June 2015;
Archaeological Desk-Based Assessment prepared by Oxford Archaeology dated February 2015;
Flood Risk and Drainage Statement prepared by RoC dated 23 July 2015;
Sustainability Strategy Statement prepared by Crookes Walker Consulting (undated);
Transport Statement prepared by Vectos dated 15 June 2015;
Travel Plan Framework prepared by Vectos dated 15 June 2015;
Waste and Servicing Strategy prepared by Vectos dated 15 June 2015;
Ventilation Strategy Statement prepared by Crookes Walker Consulting (undated);

6. Condition 4 to read:

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

Drawings:
208286H-PLN-0100-0001
208286H-PLN-0100-0002
208286H-PLN-0100-0003
208286H-PLN-0100-0004

Documents:

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.

2. Officers/Outside Bodies

1. Greater Manchester Archaeological Advisory Service (GMAAS)

GMAAS concur with the conclusions of the archaeological report, in that an archaeological historic building survey should be undertaken of the extant buildings prior to development works taking place.
The scheme of works should be secured through a planning condition.

2. Environment Agency (recommends the following conditions:

i) No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the
risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

• A site investigation scheme, based on the information already presented to provide additional information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

• Results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

• A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

ii) No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason

To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

iii) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the 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 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.

Network Rail – Requests that the developer contacts the Asset Protection team to discuss all works in more detail.

3. The Public / Local Opinions
The Trustees of Cobden House Chambers, 19 Quay Street, have no objection to either application. While the Trustees who own the legal estate in the building have no objection, it is always open to individual members of Chambers to take a different view and we cannot prevent them making their own objections.

Head of Planning - Further Observations/Modifications to Conditions

1. Page 3. Consultations / Publicity: Add the following sentence after ‘6 letters of objection have been received raising issues listed below’. “Issues raised by consultees also listed below”.

2. Page 21. Full Access and Inclusive Design: Delete the following sentence: ‘The measures proposed to relay the passageway, provide ambulant accessible steps and move the western pair of listed bollards would improve accessibility to and through the passageway’.

3. Conditions 5, 27 and 28 delete the words “Unless otherwise agreed in writing by the City Council as Local Planning Authority”.

4. Page 42. An updated map showing the neighbours notified of the application has been attached.

Representations were received from the following third parties. Insert:

MOSI, Liverpool Road, M3 4FP
Apt 415 The Hub, 5 Piccadilly Place
6 Rozel Square, St Johns Gardens, M3 4FQ
45 Rozel Square, St Johns Gardens, M3 4FQ
23A Porchfield Square, St Johns Gardens, M3 4FG
37 Culvercliff Walk, St Johns Gardens, M3 4FL
Manchester and Bolton and Bury Canal Society
Inland Waterways Association
Cobden House Chambers
Head of Highway Services
Head of Environmental Health
TFGM
Manchester Conservation areas and Historic Buildings Panel
GMAAS
Environment Agency
Network rail
Historic England
5. Condition 2. Insert the following drawings and documents:

**Drawings**
- 901 PL EE N P3
- 901 PL EE S P3
- 901 PL EE W&E P3
- 901 PL EX 01 P2
- 901 PL EX 02 P2
- 901 PL EX 03 P2
- 901 PL EX 04 P2
- 901 PL EX LG P2
- 901 PL EX RF P2
- 901 PL EX UG P2
- 901 PL EX UG-1_500 P2
- 901 PL GA 01 P4
- 901 PL GA 02 P4
- 901 PL GA 03 P4
- 901 PL GA 04 P4
- 901 PL GA LG P4
- 901 PL GA LG-(1_500) P4
- 901 PL GA RF P4
- 901 PL GA UG P4
- 901 PL GA UG-(1_500) P4
- 901 PL GE N P4
- 901 PL GE S P4
- 901 PL GE W&E P4
- 901 PL GS AA P4
- 901 PL S – 01 P3
- 901 PL S – 02 P2
- 901 PL S – 03 P2
- 901 PL ES – A P3
- 901 SK-020
- 901 SK-021

**Documents**
- Supporting Planning Statement prepared by Deloitte;
- Design and Access Statement Revision 1 incorporating a Waste Management Strategy prepared by Buckley Gray Yeoman dated 23 July 2015;
- Bonded Warehouse Public Realm Design Document Revision 3 prepared by Gillespies dated 18 June 2015;
- External Lighting Strategy prepared by Crookes Walker Consulting dated 16 June 2015;
- Archaeological Desk-Based Assessment prepared by Oxford Archaeology dated February 2015;
- Flood Risk and Drainage Statement prepared by RoC dated 23 July 2015;
Sustainability Strategy Statement prepared by Crookes Walker Consulting (undated);
Transport Statement prepared by Vectos dated 15 June 2015;
Travel Plan Framework prepared by Vectos dated 15 June 2015;
Waste and Servicing Strategy prepared by Vectos dated 15 June 2015;
Ventilation Strategy Statement prepared by Crookes Walker Consulting (undated);

6. Condition 4 to read:

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

Drawings:
208286H-PLN-0100-0001
208286H-PLN-0100-0002
208286H-PLN-0100-0003
208286H-PLN-0100-0004

Documents:

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.

2. Officers/Outside Bodies

1. Greater Manchester Archaeological Advisory Service (GMAAS)

GMAAS concur with the conclusions of the archaeological report, in that an archaeological historic building survey should be undertaken of the extant buildings prior to development works taking place.
The scheme of works should be secured through a planning condition.

2. Environment Agency (recommends the following conditions):

i) No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- A site investigation scheme, based on the information already presented to provide additional information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- Results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

ii) No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason

To ensure a safe form of development that poses no unacceptable risk of pollution to controlled waters.

iii) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the 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 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.

Network Rail – Requests that the developer contacts the Asset Protection team to discuss all works in more detail.

3. The Public / Local Opinions

The Trustees of Cobden House Chambers, 19 Quay Street, have no objection to either application. While the Trustees who own the legal estate in the building have no objection, it is always open to individual members of
Chambers to take a different view and we cannot prevent them making their own objections.
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee
15 October 2015

Item No. 12

Application Number 109335/FO/2015/C1 & 109336/LO/2015/C1
Ward City Centre Ward

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

Potato Wharf, Manchester, M3 4LA

1. Officers/Outside Bodies

Neighbourhood Team Leader (Arboriculture) - The tree group referred to by
residents has very high amenity value, would be almost impossible to recreate
in a highly developed urban location, are unique in the Castlefield Basin Area
and would be suitable for a group TPO. However, there does not appear to be
any immediate threat to this tree-group from the proposed development.
There is a good Tree Protection Plan and Arboricultural Method Statement
supplied, showing how the trees and their roots will be protected during
construction. If this is applied rigorously no harm should come to the trees
during or after the construction phase. The trees to be removed to the north
of the viaduct are typical of the self-seeded trees found growing on any small
piece of spare land on industrial sites and would not be suitable for protection
with TPOs.

2. Head of Planning

The first two paragraphs under ‘Impact on Heritage Assets’ within the
committee report should be disregarded.

Further to the arboriculturalist’s comments, a TPO will be pursued separately
to this application.

Condition 3 should be amended to read:

“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.
The development shall be carried out in accordance with the approved
materials and 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."

Condition 24 of 109335/FO/2015/C1 should be amended to delete “unless
otherwise agreed in writing by the City Council as local planning authority” as
follows:

“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.

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.”

The following conditions should be added to the recommendation for planning
application 109335/FO/2015/C1:

“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.”
The application site boundary shown on the map attached to the committee report is incorrect and should be as follows, with neighbours notified also shown:
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee

15 October 2015

Item No. 14

Application Number 109198/FU/2015/N1

Ward Ancoats & Clayton Ward

Description and Address
Change of use of retail (A1) to cafe (A3) and hot food takeaway (A5)

81 Bollington Road, Ancoats, Manchester, M40 7HB

1. Officers/Outside Bodies

Strategic Area and City-wide Support Manager (Environmental Health)
– It is advised that the submitted details relating to the proposed ventilation / fume extraction system should be supported with additional details to determine if it meets DEFRA requirements. This information would allow the potential suitability of the proposed arrangements to be properly assessed.

2. Head of Planning - Further Observations

It may be possible that for an appropriate fume extraction / ventilation system to be potentially brought forward. However, the Head of Planning maintains, for reasons set out in the committee report, that the proposed development is not acceptable and the recommendation therefore remains one of REFUSE.
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee
15 October 2015

Application Number 109593/FO/2015/N1 Ward Ancoats & Clayton Ward

Description and Address
Erection of part 9, part 8 and part 5 storey building to form ground floor commercial floor space (Use Classes A1, A2, A3, B1 D1 (excluding place of worship) (149 sqm) at ground floor facing Cutting Room square along with 3 residential town houses and 28 residential apartments (Use Class C3) to form 31 residential units in total and creation of 115 space residential car park with access from Jersey Street along with boundary treatment and other associated works

Land At Hood Street, Ancoats, Manchester M4 6AJ

1. Applicant/agent

An archaeological evaluation report has been provided to support this planning application.

2. Local residents/public opinion

Further comments have been received from a local residents. They state that if this planning application is to be approved there should be conditions to ensure that it is more sympathetic to the area and to demonstrate to residents that they have been heard.

The local resident has attached the below photograph to their representation of a building façade. Windows should be used to break up the brutalist design of the solid wall which residents will have to live with.
Comments have been received from a local residents who lives at 512 Royal Mills. The comments can be summarised as follows:

- The objections raised by the Royal Mills Residents Association are fully endorsed;
- It is understood that this development will provide parking for the Murray Mills scheme. It is incumbent upon members of the Council’s planning committee to satisfy themselves before planning permission is granted that parking issues can be satisfied rather than addressed through a subsequent planning application. This application should be judged on its own merits and cannot be primarily justified on the basis of car parking provision needing to be available for a separate development;
- Why wasn’t the parking solution provided as part of the Murray Mills application? These matters should have been considered at the same time;
- Paragon Mills is the nearest heritage asset to the application site and is an early example of mains electricity powered mill and, like Murray Mill, is Grade II Listed. Despite its significance, Paragon Mill received scant consideration within the planning documents with the focus being on the need to positively engage with Cutting Room Square and to create a sustainable future for Murray Mills;
- The applicant should have done more to assure the decision maker that the impacts on this important asset will be minimised in the event planning permission for the proposed development is granted;
- The heritage statement is flawed in that it has not been undertaken in accordance with the current advice on the management of the historic environment, including setting. In particular, the statement fails to identify clearly the settings of the heritage assets under consideration or to what degree those settings make a contribution towards heritage significance;
- The statement underplay the impact of the proposed development on the heritage assets under consideration (for examples, the impact of the car park element of the proposed development on Paragon Mill which is described as neutral and the effect of the proposed development on the character and appearance of the Conservation Area is described as minor positive – bearing in mind the scale and massing of the proposed development, the conclusions are not credible. The claimed enhancement of the proposed development are considered from the perspective of public benefits in their widest sense without linking them
specifically to the impact on heritage significance and to demonstrate whether the impact is necessary in order to deliver those benefits;

- Given the relative importance and significance of the Conservation Area in heritage terms it is importance that the impact of development upon the Conservation Area and Listed Buildings comprised within it is properly and robustly assessed and understood before the development is consented;

- The applicants archaeology assessment admits that there is a lack of information. The assessment confirms that the applicant proposes to undertake an archaeological evaluation of the application site by trial trenching. The application should not be determined until this evaluation has taken place in order that the full impacts of the development on the archaeological resource of the application site are known and to ensure that suitable and effective mitigation measures can be secured at the point at which the development is consented. The imposition of a condition is not a substitute for a sound and robust assessment;

- The application site is in a prime city centre location and benefits from excellent public transport. As such, why is it necessary to provide car parking at the level proposed particularly given the low level of movements. The level of car parking is not justified and at odds with the travel plan;

- My apartment is on the corner of Cotton Street and Jersey Street. The impact on my windows as a consequence of the development is described as most noticeable. This will represent a substantial change in the daylight conditions which I am currently use to and therefore a concern as these windows are my principal living space. The precise level of difference that my apartment will experience should be supplied to me;

- It is not clear if the development has been subject to a screening opinion under the Environmental Impact Assessment Regulations;

- Copies of comments submitted in respect of the planning application, from both members of the public and statutory consultees, have not been made available on the Council’s website. This falls short of proper consultation and to the detriment of those most affected by the development;

- The development site represents an opportunity, however, it does not accord with the development framework principles. This development is a missed opportunity and therefore the current proposal should be refused.

3. Internal bodies

Highway Services – It will also be necessary to consider the relocation of several street lights to Cotton Street, Hood Street and Jersey Street along with reinstatement of dropped kerb to Hood Street. This needs to be addressed in condition 34.

4. Head of Planning – Further observations

The comments of the local residents are noted. As detailed within the committee report, it is considered that the scale, massing and appearance of
the development, including the car park element to Jersey Street is considered to be appropriate. The car parking elevation is a modern intervention in the Conservation Area and therefore its design reflects this. It is considered that there is minimal impact on the setting of the Conservation Area, key views within it, along with the setting of the nearby Listed Buildings and non-designated heritage assets. Where there is a degree of impact, this has been minimised through the careful composition of the building in order to reduce its scale and massing and provide a degree of connectively in its design to ensure that it sits appropriately in this historical context.

In response to the comments raised by the resident of Paragon Mill, it was considered entirely appropriate to provide an off-site parking solution for the Murray Mill development in order to protect the setting of this important heritage asset. Furthermore, and in order to secure the sustainability of the scheme, providing car parking for the occupants of this development was necessary. Ensuring that a workable car parking solution was provided for the development formed part of the conditions of the planning approval for the Murray Mill application. This situation does not in any way mean that the application before Members has been pre-judged rather this application is required to be judged on its individual merits and it is not found to be acceptable then the condition in relation to the Murray Mill scheme cannot be discharged and another parking solution would have to be found.

This planning application has given careful consideration to the impact of the development on Conservation Area along with adjacent Listed Buildings and non-designated heritage assets. Such an assessment included the impact of the development on Paragon Mills.

The significance of all of the mill buildings, in terms of their historical, social and economic role, is vitally important to the Conservation Area and the reason why they have listed status. The committee report clearly considers the requirements of section 12 of the NPPF. In particular:

Paragraph 128 – The applicant has supplied a relevant heritage statement in support of this planning application. This describes the significance of the relevant heritage assets affected by the development.

Paragraph 129 – The City Council has identified the relevant heritage assets that will be affected and assessed the impact of the development and how it may affect these heritage assets. In addition, relevant consultation has taken place with Historic England and the City Council’s Historic Buildings and Conservation Panel.

Paragraph 131/132 – the City Council has outlined where the proposal will preserve the setting of the Conservation Area and Listed Building i.e. views within the Conservation Area, Murray and Paragon Mills, but also where there will be a degree of minor harm, for example, Jactin House where the siting and scale of the building will minimise certain views of the building, particularly the west elevation.
It is considered that the removal of the vacant site, within the heart of the Conservation Area, will make a positive contribution of the character and distinctiveness of the area with a high quality development that responds appropriately to the area whilst preserving the setting of important buildings such as Paragon Mills, 17-19 Jersey Street, Murray Mills and St Peters Church. Even where there is a minor degree of harm to Jactin House, the scale and massing of the building will ensure that those experiencing the building will be able to do so when travelling along Jersey Street. As such, it is not considered that there will be any substantial harm to Jactin House or any other nearby heritage asset or Conservation Area, as a result of the development.

Paragraph 134/135 – Where less than substantial harm arises to the designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. The removal of the vacant site with a high quality building where the design, scale and massing has sought to respond to the character and distinctiveness of the Conservation Area, is considered to outweigh any harm that will arise to Jactin House (non designated heritage asset). There is no loss or harm to the setting of Paragon Mill, indeed, an adequate distance will be retained between the two buildings, along with a reduction in the height of the building below the overall height of the Listed Building.

Paragraph 137 – The proposal is considered to enhance the Conservation Area when viewed from Cutting Room Square as it will enclose the space and provide an active frontage to this square. The NPPF goes on to state that proposals that preserve the setting of Conservation Areas or heritage assets and that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The proposal will preserve the setting of the surrounding Listed Building by retaining the gaps between key buildings (for example Paragon Mill). In addition, the scale and massing of the development has been designed in such a way to respond to the context of nearby Listed Building and views within the Conservation Area in order that they are not obscured by the new development. The impact on Jactin House has been considered in detail and again whilst noting the impact of the west elevation along with the juxtaposition between the two developments, the overall impact is minor and is outweighed by the quality of the scheme and the removal of the vacant site.

In terms of archaeological impacts, the application has been considered by the Greater Manchester Archaeological Unit. They have considered that whilst any remains at the site will be lost as part of the development, they are not considered to be of national significance and can therefore be adequately dealt with by recording any findings. The additional information submitted by the applicant in this regard is currently being considered by the archaeological unit. Condition 6 should therefore be retained at this time.
The level of car parking proposed for the Murray Mill element and the residential units as part of this planning application is considered to be acceptable and based on predicted trip generation from both developments. The level of car parking is acceptable to Highway Services.

The Committee report does acknowledge there will be some impacts on the level of light to surrounding buildings, particularly Jactin House and the lower level windows on Paragon Mills. However, the arrangement of the proposed building, to surrounding development, follows the grain of development in the surrounding area. There are other development which are much closer in proximity and residents and occupiers are currently enjoying much better levels of light than would otherwise be the case if this site was not vacant.

The application has been screened under the Environmental Impact Assessment Regulations and it was determined that this level of assessment was not considered necessary in this case.

The City Council has followed the correct procedures in respect of consultation and notification of this planning application. Furthermore, careful consideration has been given to these responses and appropriate mitigation devised where necessary.

Other additional comments

1. The committee report refers to a car parking audit. This has been referenced in error. The accompany Transport Statement, and that contained within the Murray Mills application, detailed that the level of car parking provision, along with the impact on the highway network, was appropriate and carefully considered within these documents.

2. Within the ‘Siting and Scale’ section of the committee report, the following paragraph has been omitted in error:

   “The development has been designed to fill the plot boundaries in order to respond appropriately to the surrounding road network but to also follow the grain and character of the Conservation Area which also advocate the full plot development. The proposed development therefore complements the surrounding context and complies with policies EN1, EN3 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD”

3. In response to the comments of Highway Services, it is considered that condition 34 should be amended as follows:

   *Prior to the first use of the development, a scheme of highway works in relation to Cotton Street, Hood Street and Jersey Street in order to provide adequate pedestrian and vehicular environment at the*
application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- review and where necessary relocate lighting columns on Jersey Street, Hood Street and Cotton Street;
- Reinstatement and levelling of cobbles to Cotton Street where required to create a level surface for pedestrians;
- Reinstatement of footway to former car park entrance on Hood Street; and
- creation of dropped kerbs to car park entrance on Jersey Street.

The approved scheme shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

4. Condition 36 should be amended as follows:

Prior to the first occupation of the development hereby approved, details of a strategy for the display of art work to roof of the car park shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the strategy shall include:

- the format that the art work;
- the siting and location of the art work to the roof i.e. the extent of the area for the art work to be displayed;
- Frequency of art work changes ;
- That the art work be flush to the roof; and
- The art work is not illuminated

The approved strategy shall be implemented from the first use of the development and be used for all future art work to be displayed to the roof of the car park.

This condition does not preclude any consents which may need to be obtained under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 should the art work consist of any advertisements/branding etc. .

Reason – To ensure an appropriate location for the art work and extent of any works. In the interest of Visual amenity pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

5. Condition 6 should be amended as follows:
Notwithstanding the Archaeological evaluation report and Archaeological statement prepared by Arup (235055-62) stamped as received by the City Council, as Local Planning Authority, on the 7 October 2015 and 27 July 2015 respectively, no development shall take place until a scheme has been submitted for approval in writing by the City Council, as Local Planning Authority, for the implementation of a programme of archaeological works. The works shall then be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
   - targeted archaeological excavation and recording
   - a targeted historic building survey
   - a targeted archaeological watching brief

2. 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.

3. Deposition of the final report with the Greater Manchester Historic Environment Record and dissemination of the results commensurate with their significance.

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

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

   Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 and DM1 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and in accordance with NPPF Section 12, Paragraph 141.

6. Condition 18 should be amended to state “….details of any roller shutters to the ground floor of the commercial premises....”

7. Condition 22 should be amended to state “….there shall be no amplified sound or any amplified music at any time within the unit”

8. Condition 31 should be amended to state “Prior to the first use of the residential element of the development...”
9. Condition 35 should be amended to state “Notwithstanding the TV reception survey 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 area, 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.

   The rest of the condition shall remain as per the committee report.

The recommendation remains to **APPROVE** the application subject to the condition in the report and the alterations recommended as part of this application.
APPENDIX TO AGENDA
(LATE REPRESENTATIONS)

Planning and Highways Committee
15 October 2015

Item No. 18

Application Number 106989/FO/2014/N2
Ward Levenshulme Ward

Description and Address
Conversion of existing building including erection of 2 storey side and rear extension to form 12 no apartments (9 x two bedroom and 3 x one bedroom) along with excavation of basement area of existing building, associated external elevation alterations, partial demolition of existing side extension, creation of car parking area and new, reinstated boundary treatment to Central Avenue (including walls, railings and gates) and landscaping

Levenshulme Catholic Club, 58 Central Avenue, Levenshulme, Manchester M19 2FF

1. The Public/Local Opinions

One further email representation has been received from a neighboring resident has been received and is summarised below:

The principle of the proposed development is not objected to. However, careful consideration needs to be given to the impact of traffic on Central Avenue, Park Avenue and Rushford Avenue. These roads area already considered to be dangerous as they are used as ‘rat runs’ between the A6 and Kingsway, with cars travelling in excess of the 20 mph speed limit. The proposed introduction of 12 residential units would potentially add to these difficulties. A request is made for improvements to highway safety such as the introduction of traffic calming measures and a ‘one-way’ traffic arrangement on Central Avenue.

2. Officers/Outside Bodies

The following further comments have been received:

Head of Highway Services – Have considered the revised car parking layout and provided the following comments:

i. The entrance gate should be set back a minimum of 5 metres rather than the 4.5 metres as proposed;
ii. As a general guide for the developer the dimensions for a standard car parking space should be 4.8 metres x 2.4 metres thereby allowing the
proposed gates to operate with a 5 metre set back and provide sufficient space to prevent the adjacent pavement being blocked by vehicles whilst the gates are in operation;

iii. The addition of the separate pedestrian gate is considered to be acceptable;

iv. A drawing has been requested to ensure the provision of an appropriate visibility splay at the application site entrance. For a 20 mph section of highway a 2.4 metre x 33 metre splay is considered to be appropriate.

Contaminated Land Section – Has confirmed that there are no potential sources of contamination or landfills within the vicinity of the application site. The proposed extension only appears that the footprint of the extension would only increase by 10 sq metres. On this basis, it is not considered, in this case, that a land contamination condition would be required.

Arboricultural Section – The weeping willow tree within the front garden of the site is large, well formed, very prominent and of high visual amenity value. However, the tree is not ‘threatened’ by the development and the provision of a tree protection plan with a protection area defined with a fixed fence should be sufficient to protect the tree during construction. It would not be usual for a tree preservation order (TPO) to be placed on a weeping willow tree due their potential to quickly outgrow the planting situation. Such trees are relatively short lived with a lifespan of less than 100 years. On this basis, a tree preservation order is not recommended.

Network Rail – Has affirmed that it does not object to the proposals providing that the development does not include any Network Rail land. Network Rail has requested that the developer submit a risk assessment and method statement (RAMS) for the proposal to Network Rail Asset Protection, once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken within 10m of the operational railway. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

Greater Manchester Police Design for Security – The proposed arrangement for the storage of cycles have been assessed and a response has been received indicating that Design for Security do not wish to make any further comments.

3. Applicant/Agent

The applicant has provided the following additional information:
i. A set of revised drawings to address a number of identified discrepancies in the application submitted elevational and layout drawings;

ii. Details of the appearance and specification of the proposed cycle stores;

iii. A revised site layout drawing that details a ‘pull-in’ from Central Avenue and the setting out of a 16 space parking area, ie, a revised parking layout resulting in the loss of one space to allow the formation of an accessible space with a transition zone to assist drivers with disabilities;

iv. Confirmation that the submission of railings to light wells may be addressed by condition;

v. An amended drawing indicating both obscured glazing and the provision of a inward opening mechanisms to windows to the northern (side) elevation to the proposed extension;

vi. A drawing showing the extent of demolition and retention of the existing side extension.

4. Head of Planning - Further Observations/Modifications to Conditions

i. The specified drawings condition (2) has been amended to include the following revised drawings and documents:

The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on the specified date: Existing Ground Floor F05/EA/01 (received 1 October 2014 as amended by drawing F05/EA/04 Rev B)); Existing First Floor F05/EA/02 (received 1 October 2014); Existing Basement F05/EA/03 (received 1 October 2014); Existing location plan with a red edge F05/EA/04 Rev B (received 18 June 2015); Proposed Ground Floor F05/EA/05 Rev G (received 11 October 2015); Proposed First Floor F05/EA/06 Rev. F (received 30 September 2015); Proposed Basement F05/EA/07 Rev A (received 30 September 2015); Existing Photographs F05/EA/09 (received 1 October 2014); Existing Elevations F05/EA/10 (received 1 October 2014); Existing Elevations 2 F05/EA/11 (received 1 October 2014); Proposed Elevations F05/EA/12 Rev G (received 12 October 2015); Proposed Elevations F05/EA/13 Rev E (received 13 October 2015); Proposed Site Plan F05/EA/14 Rev F (received 13 October 2015); Existing boundary Elevations F05/EA/15 (received 24 March 2015); Proposed Boundary Elevations F05/EA/16 Rev C (received 12 October 2015); Proposed Bin & Cycle Enclosures F05/EA/17 Rev A, Cycle Safe Secure Bicycle Parking specification attached to email from PHA Architects dated 7 October 2015 to be read in conjunction with drawing referenced F05/EA/17 Rev A, Demolition [Plan] F05/EA/18 (received 13 October 2015) and Design and Access Statement (received 1 October 2014).
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 for the City of Manchester.

ii. The following additional condition has been recommended in respect of car parking provision:

Within 3 months of the commencement of above ground works a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the detailed specification of surfacing materials and any required associated drainage relating to the car parking area as shown on approved drawings referenced: Proposed Site Plan F05/EA/14 Rev F. The development shall be fully implemented in accordance with the approved scheme and the details shown on Proposed Site Plan F05/EA/14 Rev F, including the maintenance of its demarcation which shall remain in place whilst any of the residential units remain in occupation.

Reason - In order to ensure that the development is supported with adequate and appropriate car parking arrangements and in the interests of residential amenity and pedestrian and highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

iii. Although the dimensions of the proposed individual requirements meet the dimensions and manoeuvring space required by the Head of Highway Services, the applicant was asked to provide further details of the proposed access arrangements and visibility splays at the site entrance from Central Avenue. The applicant has provided an amended drawing that incorporates a 5 metre deep ‘pull-in’ to the vehicular entrance and an accessible car parking space to assist people with disabilities. These amendments have resulted in a reduction in overall car parking to 16 spaces, which is considered to be an appropriate level of provision in a suburban context. An updated layout plan is attached to illustrate the above amendments but has not included the previously requested visibility splay. The revised details have been forwarded to the Head of Highway Services and further comments will be reported. In order, to address any additional information relating to visibility splays and any other reports from the Head of Highway Services, the following additional condition is recommended:

Notwithstanding the detail of drawings referenced F05/EA/14 Rev F and before the commencement of above ground works, a drawings shall be submitted to and approved in writing by the City Council as local planning authority, detailing the proposed vehicular and pedestrian access arrangements to the site including the adequate and appropriate provision of visibility splays and the siting, appearance and scale of access gates. The authorised development shall be fully implemented in accordance with the approved details, which shall
remain in place whilst any of the authorised residential units are occupied.

Reason - In the interests of residential amenity and pedestrian and highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

iv. The condition 3 (materials) and condition 6 (noise insulation to residential units) has been amended to require the submission of the required details prior to the commencement of above ground works to ensure that the implementation of the development is not unduly delayed.

v. The submitted amended drawing, detailing the provision of obscured glazing and inward opening mechanisms to windows to the northern (side) elevation to the proposed extension, has been related to recommended condition 8.

vi. The additional plan clarifying the extent of demolition and retention of the existing extension has been related to the following condition:

The demolition to be undertaken as part of the authorised development shall be undertaken in accordance with the details within drawings referenced Demolition [Plan] F05/EA/18 (received 13 October 2015).

Reason – In the interests of residential amenity and the character of the Rushford Park Conservation Area, pursuant to policies SP1, EN3 and DM1 of the Core Strategy for the City of Manchester, policy DC18 of the Saved Unitary Development Plan and the National Planning Policy Framework.

vii. The comments of the Greater Manchester Police Design for Security, Greater Manchester Ecology Unit and Network Rail have been related to the development as an informative.

The Head of Planning advises that on the basis of the comments of the Arboricultural Officer, the imposition of a TPO in relation to the weeping willow tree in the front garden area is not considered to be appropriate. However, it is also advised that condition 10, 12 and 13, as set out in the committee report, would ensure that protection, safeguarding and future maintenance of the tree. With regard to the comments of a local resident, it is noted that the Head of Highway Services has not requested the provision of comprehensive off-site highways management arrangements. It is considered that the arrangements requested by the Head of Planning are both proportionate and capable of being delivered as part of the development. The Head of Planning maintains that the issues set out above are capable of being satisfactorily addressed. The recommendation remains one of APPROVE.
Figure 1: Proposed site layout plan.
APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)

Planning and Highways Committee  
15 October 2015  
Item No. 19

Application Number 108705/FO/2015/C1  
Ward City Centre Ward

Description and Address
Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated resident's services, facilities and communal spaces: servicing, highways, public realm and associated works.

10 – 12 Whitworth Street West, Manchester M1 5WY

1. Head of Planning - Further Observations/Modifications to Conditions

Within the ‘Ecology and Biodiversity’ section reference to the requirement of a further night time bat survey is made. It is noted that further bat surveys were undertaken in May 2015, the results of which are illustrated in the updated Ecology Report.

Recommendation APPROVE

Recommended 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:

- 05247_B1_02_2199 Rev E Basement Floor Plan – issued 20.08.15
- 05247_B1_02_2200 Rev F Ground Floor Plan – issued 20.08.15
- 05247_B1_02_2201 Rev D First Floor Plan – issued 23.07.15
- 05247_B1_02_2202 Rev D Second Floor Plan – issued 23.07.15
- 05247_B1_02_2203 Rev B Third Floor Plan – issued 23.07.15
- 05247_B1_02_2205 Rev D Typical Lower Floor Plan – issued 23.07.15
- 05247_B1_02_2219 Rev D Nineteenth Floor Plan – issued 23.07.15
- 05247_B1_02_2220 Rev D Typical Upper Floor Plan – issued 23.07.15
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.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details have been submitted to and approved in writing by the City Council as local planning authority.
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) No development shall commence unless and until samples and specifications of all hard landscape materials for external areas, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

5) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site 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.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

6) The development hereby approved shall include a building lighting scheme during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed. The approved scheme shall be implemented in full before the development is first occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

7) Before development commences or within a timescale as otherwise agreed in writing by the City Council details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.
8) The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

9) The development hereby approved shall not commence unless and until a Construction Management Plan, has been submitted to and approved in writing by the City Council as Local Planning Authority.

The Construction Management Plan shall include 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 of safe methods of working adjacent to railway operational land
- Details on the timing of construction and scaffolding
- A Human Impact Management Plan

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester and Network Rail. 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)
10) The details of an emergency telephone contact number for 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.

11) 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.

12) 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.

13) 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.

14) 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.

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

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.

16) 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 for the City of Manchester.

17) No development shall take place unless and until a Residents Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, Janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

Reason - To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

18) 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 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.

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 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.

19) A detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the Council. This will contain a Noise & Vibration section that should base the assessment on British Standard 5228, with reference to other relevant standards. It should 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 by this section, the details of which should be submitted at least 3 weeks in advance of such works commencing.

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).

20) Construction/demolition works shall be confined to the following hours:
   Monday - Friday*: 7.30am - 6pm
   Saturday*: 8.30am - 2pm
   Sunday / Bank holidays: No work
   *Workforce may arrive on site 30 minutes prior but no working outside these times. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction/demolition phase

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

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criterion are as follows:

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

Additionally, as there are other sources of noise situated close to the site which require consideration, such as the nearby licensed premises collectively known as ‘Deansgate Locks’ other noise requirements will need to be achieved. For entertainment noise the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) 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 noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

The scheme should 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.

Reason - To secure a reduction in noise in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) Fumes, vapours and odours shall be extracted and discharged from the 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 before the use commences.

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

24) This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a Sustainable Drainage System to meet the requirements of the National
Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations

Reason - To ensure the details of the development are acceptable, pursuant to policy DM1 of the Core Strategy

25) No surface water from this development is discharged either directly or indirectly to the combined sewer network

Reason - To ensure the details of the development are acceptable, pursuant to policy DM1 of the Core Strategy

Representations were received from the following third parties

Highways
Network Rail
Environment Agency
TFGM
Canal & Rivers Trust
Environmental Health Cont Land
Environmental Health
United Utilities
Historic England
GMAAS
GMP
Ecology
Housing
12 Deansgate Locks
Apt 40 The Ropeworks, 35 Little Peter St, M15 4QJ
Apt B67 The Ropeworks, 35 Little Peter St, M15 4QJ
Apt B70 The Ropeworks, Little Peter St, M15 4QJ
Apt 3702, Beetham Tower, 301 Deansgate
Apt 3907, Beetham Tower, 301 Deansgate
346 Deansgate
City Road Inn, 14 Albion St, M1 5NZ