

## List No. 2

<b>Cheetham Ward</b>	<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>
	078626/00/2006/N1	3rd Mar 2006	21st Dec 2006

**Proposal** OUTLINE APPLICATION Siting , elevations and means of access to be considered, for a mixed use scheme comprising 500 apartments and commercial uses (3,284 sqm) comprising Class A1 retail (max 1,000 sqm), Class A2 (offices), Class A3 (restaurant) Class A4 (public houses), Class A5 (hot food take aways), Class B1 (business use), Class D1 (community uses), Class D2 (assembly & leisure) (max 1,000 sqm), in the form of three buildings comprising 19 storeys, 17 storeys and 13 storeys in height respectively

**Location** Land At Faber Street/Roger Street And Redbank, Cheetham

**Applicant** Satnam Investments Ltd 17 Imperial Square, Cheltenham, Glous, GL50 1QZ

**Agent** Satnam Planning Services Ltd 17 Imperial Square, Cheltenham, Glous, GL50 1QZ

### Description

This proposal details the comprehensive re-development of a surface public car park to the east of Green Quarter, which covers an area of 1.06 hectares. A disused railway viaduct and Red Bank are located to the west, Roger Street and industrial uses bound the site to the north, the River Irk forms the east boundary with a further railway viaduct beyond it, and there are two, two storey industrial units to the south of the site. The River Irk goes into a culvert directly to the south of this site.

This application would involve the erection of three blocks of apartments all aligned in an east- west orientation. The most northerly sited block would be 19 storeys in height at its highest point along the boundary with the viaduct, dropping to 9 storeys alongside the riverside walkway, the middle block would be 17 storeys in height at its highest point along the boundary with the viaduct, dropping to 9 storeys alongside the riverside walkway and the southerly block would be 13 storeys in height, dropping to 8 storeys alongside the river. The ground, first and second floors of the northerly block facing onto Roger Street would comprise two commercial units at each level. The easterly units would wrap around onto the River Irk frontage. The scheme would include two additional commercial units which would be accessible from the proposed riverside walkway, one unit comprising 139sq.m and the other having accommodation over two floors 167 sq.m. at ground floor and 139 sq.m. above. The proposed commercial uses would include Class A1 retail floorspace (not more than 1,000m<sup>2</sup>), Class A2, Class A3, Class A4, Class A5, Class B1, Class D1 Class D2 ( not more than 1,000m<sup>2</sup>) creating a total floorspace of 3,284m<sup>2</sup> within the proposed development. The proposed development would also create 500 apartments, and the applicant has indicated that these would be provided on the basis of 20% one bedroomed apartments, 70% two bedroomed apartments, and 10% three bedroomed apartments.

Due to the sloping nature of the site the proposed car park facilities would be located on three levels with some accommodation above ground level behind

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the proposed commercial accommodation, and below the raised podium garden areas between the proposed blocks. The proposed car park would provide a total of 625 car parking spaces, 51 of the spaces provided have designated accessible transfer zones and these spaces are spread across each floor. The scheme also has cycle storage areas on each level of the proposed car park.

Amenity space would be provided in the form of linear areas of landscaping between the proposed blocks, and in the form of roof gardens. Indicative plans indicate that the landscaping would include the planting of 62 trees.

Vehicular access to the site would be taken from Roger Street, and Faber Street with additional pedestrian access alongside the River Irk. A walkway is proposed alongside the River Irk, and supporting documentation indicates that improvements would be made to the footbridge from Dantzig Street.

As well as drawings, the following documents have been submitted in support of the application: Planning Statement Report, Traffic Assessment Report; Environmental Review Report, TV and radio reception report, Waste management strategy report, Wind Study Report, and Archaeological desk-based assessment. These documents consider the following issues:

- the planning policy context;
- impacts on archaeology;
- impacts on ecology and flood risk;
- impacts on archaeology and heritage context of the site;
- impacts relating to regeneration and socio-economics issues;
- impacts relating to transport;
- impacts relating to air quality;
- impacts relating to noise;
- impacts on TV reception;
- impacts on ground-level wind condition;
- impacts on social and community effects.

## **Consultations**

Site Notices were posted on the site advertising the proposal as being major development on 23rd March 2006 and 20th November 2006, and in the press on 21st March 2006 and 28th November 2006 respectively.

Local residents- no comments received.

Greater Manchester Police Architectural Liaison Officer - Advises that having looked at the drawings he can see no problem in principle with the proposals, but to be secure the scheme must be to Secured by Design and Safer Parking standards and a condition to that effect is requested.

Head of Environmental Health - Recommends that conditions relating to acoustic insulation; storage and collection of refuse (including segregated waste); fume extraction; ventilation of the car park; deliveries and collections (including waste) to be restricted to 07.30 to 20.00 Mondays to Saturdays and requests further information regarding hours of operation of the commercial ground floor units.

The Contaminated Land Section has received a copy of the Environmental Review, reviewed the information and has the following comments to make.

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The Environmental Review report includes an assessment of the contaminated land issues at the site including a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. The preliminary assessment of the desk study information to date appears generally adequate. However, if planning permission for this development is granted a full desk study report should be submitted for approval.

In conclusion, before the Section can recommend not attaching a contaminated land condition in respect of this application, the following information needs to be submitted to the Council for approval:

- (i) A desk study report for the site.
- (ii) A site investigation and final risk assessment report for the site.
- (iii) A remediation strategy detailing proposed any remedial works on site.
- (iv) After completion of site works, a verification report will be required to validate that the work undertaken conforms to the remediation proposals received and agreed.

They therefore request that a contaminated land condition is attached to any approval at this time.

Director of Housing - has no objections in principle to this type of development.

Greater Manchester Archaeological Unit - Advises that there is archaeological interest at this proposal site. Oxford Archaeology North have produced an 'Archaeological Review' report, which identifies potential archaeology at this site. This includes Saxon period remains linked to the Red Bank urn find, a late 18th century ironworks site, and an early 19th century chemical works. GMAU also consider that there could be potential for early housing alongside Roger Street.

Archaeological interests at this site should be secured through a condition, based on the model advocated in PPG16:

In the first instance a more detailed archaeological desk based assessment needs to be prepared to inform a scheme of evaluation through archaeological trial trenching. Dependent on the impact of development ground works on any significant archaeological remains identified from the evaluation, a further more detailed archaeological excavation may be required. Following excavation a programme of post excavation analysis, report writing, archive deposition and an appropriate level of publication will be needed to satisfy the archaeological condition. Archaeological works should be undertaken by an approved archaeological contractor, funded by the applicant, and monitored by GMAU on behalf of Manchester Planning Authority.

GMPT- advise that the site is well served by public transport and is within reasonable walking distance of the nearest bus stops on Cheetham Hill Road, which offer frequent services to a number of destinations including Manchester, and Bury. This site is located within walking distance of Victoria railway station, which offers rail and metrolink services.

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Furthermore, the use of this site for high density residential development is supported as it maximises the benefits of the site's public transport accessibility and access to all facilities in the City Centre also contributes to sustainable development by reducing the need to travel.

If the scheme progresses to Reserved Matters, the pedestrian environment should be designed to be as safe and convenient as possible and not discourage people from accessing the site on foot. Although this site is highly accessible by public transport, GMPTe expect a Green Travel plan to be produced to encourage future occupiers to use sustainable modes of transport. It is proposed that this aspect of the scheme is conditioned.

Greater Manchester Ecological Unit - Note the proximity of the development to the river and advise that the river forms an important wildlife resource, and that the development offers the opportunity to improve the value of the watercourse. GMEU recommend that a comprehensive method statement is drawn up giving details of how any possible disturbance to the watercourse is to be mitigated during the course of the development. Also that any landscaping scheme should be sympathetic to the nature conservation value of the river. There is an opportunity to create a landscaped buffer strip between the top of the riverbank and built environment. Such a strip would benefit the ecology of the area.

There is a small stand of Japanese Knotweed growing along the course of the river at the north eastern corner of the site. If this is likely to be disturbed by the development, then a method statement must be provided giving details of how it would be dealt with. Once approved provided such a method statement should be implemented in full.

Manchester International Airport - Any significant comments will be reported to committee.

Landscape Practice Group - A comprehensive landscaping scheme giving full details of location, type size, and planting density protection measures for planting, tree pits, growing medium together with hard landscaping details, and maintenance and management proposals at Reserved Matters stage of the process.

CABE - Advise they believe that this site can take the quantum of development proposed, and given existing tall buildings in the City that the height can be accommodated. They feel the treatment of the lower levels and mix of uses seems sensible, but query the implication of half the apartments having a northerly aspect. They note that while private purchasers are free to choose, they would be happier with orientation related to any other direction, particularly where north facing flats are located on lower levels facing taller blocks. They advise that from the material submitted the extent to which landscape spaces are public or private is not clear, and question the value of a riverside walkway, and security for future users, and viability of commercial units along the riverside at ground level. CABE believe such a significant proposal should be the subject of a detailed planning application.

Since these comments were received, the applicant has now submitted detailed elevations to form part of the planning application, but CABE have verbally

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indicated that they remain of the view that this proposal should be the subject of a detailed planning application.

Environment Agency- Have objected to the proposed development on the basis of flood defence and ecological grounds. They advise the applicant's flood risk assessment indicates the loss of 25 cubic metres of functional flood plain would be lost as part of current proposals, but does not demonstrate the detailed and specific loss in the assessment. The Environment Agency's policy contends any loss of flood storage must be compensated for by the reduction in level of nearby ground, such that the same volume is available at every flood level before and after the works and that it can freely fill and drain. Although the detriment caused by a small encroachment may not be significant, the Agency feel the cumulative effect of many such encroachments by similar developments along the river corridor and in the floodplain would be significant. Also lack of compensatory measures is likely to increase the risk of flooding elsewhere. In addition they advise that although discussions have taken place with the applicant in regard to flood risk, no draft layout details have been supplied by the applicant.

They advise that there is a need for sufficient access to the river in the future for maintenance purposes, and this is compounded by the fact there no present maintenance access exists from the opposite side of the river. From the illustrative details submitted, they cannot estimate whether adequate access to the river would remain as a result of the proposal, and as there is no reference to maintenance access in the assessment, they advise in order to overcome their objection the applicant is advised to address the issue of access for maintenance and the proposal involving the river channel.

They advise that the proposal indicates buildings within 4 metres of the River Irk, which provides little opportunity to enhance the existing corridor, by creating an open and well landscaped amenity and wildlife corridor. They believe that an undeveloped buffer should be provided between the proposed development and the river. They feel that the design has little regard for the river corridor. In order to overcome this objection they wish to see a buffer to enable a viable landscaped amenity corridor. Finally they also advise that the site contains Japanese Knotweed, and care must be taken to prevent it spreading during any operations relating to the proposed development.

Head of Engineering Services - At the junction of Faber Street/Back Red Bank, pedestrian visibility splays, vehicular visibility splays and footway extensions must be included with the proposed improvements.

The vehicular visibility splay to the north at Red Bank/Roger Street is deficient at present and control may be required over private land to correct it. It is very likely that a high strength friction grip carriageway surfacing (e.g. Shell grip) must be applied to the approach to the junction from the north. The applicant must investigate these points further, and traffic calming must be provided at Red Bank/Roger Street junction.

Head of Valuation and Property - no comments received.

Director of Operational Services - no comments received.

Network Rail - no comments received.

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North Manchester Partnership - have confirmed that they are happy in principle with this scheme , subject to details of the riverside walkway /cycleway and subject to a 106 agreement for public realm works in the area , primarily the renewal / replacement of the Roger St pedestrian bridge over the river + paving and lighting improvements in nearby side streets.

### Issues

#### Relevant Planning Policies

Planning Policy Statement Note No.1 (PPS1): Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

The principle of the development proposed is clearly in accordance with PPS1.

PPS3 - reaffirms many of the objectives set out within PPG3, but emphasizes the need to create sustainable inclusive, mixed communities in all areas; that they should be attractive, safe and designed and built to a high quality; and should be located in areas with good access to jobs, key services, and infrastructure. It is considered that the proposal would accord with PPS3.

Planning Policy Statement Note 6 (PPS6): Town Centres and Retail Development

This government guidance on retail development was published in June 1996 and post dates adoption of the Unitary Development Plan. It seeks to promote new retail proposals within existing town centres and other retail centres identified in development plans, and to protect the vitality and viability of existing retail centres. The guidance also emphasises the sequential approach in assessing all transport generating proposals and encourages sustainable development by reducing car borne journeys. This development is located on the edge of the City Centre, and would introduce a maximum of 1,000 sq.m. of retail floorspace within the scheme, which would be ancillary to the principle use of the site. As such the scheme accords with government guidance in terms of location.

Planning Policy Statement Note No.23 Planning and Pollution Control

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance part of this site was previously used for industrial uses, and would be fully remediated to allow re-use for the uses proposed.

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### Planning Policy Statement 25: Development and Flood Risk

This note provides advice on ensuring that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Flood risk is categorised into zones. Zone 2 (within which this zone is located) is defined as medium probability of flooding. PPS25 advises that within this zone developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development, and appropriate application of sustainable drainage techniques.

### Regional Planning Guidance for the North West

Policy UR1 identifies the sustainable regeneration of the Region's urban areas as being a clear priority, and policy UR4 establishes targets for the recycling of land and buildings. It sets a target of achieving 90% in Manchester between 1996 and 2016. Policy DP1 (draft RSS) states that 'proposed schemes should... promote appropriate mixes of uses within a site or wider neighbourhood, contribute towards reducing the need to travel and assist people to meet their needs locally'.

Regional Spatial Strategy also focuses on bringing forward sites which are accessible by public transport, walking or cycling and able to enhance the quality of life for this and future generations ( policies DP2 & DP3 ) .

### Environmental Impacts

The proposed development was subject to a screening opinion in March 2006, when it was considered that the proposal would not have an undue impact on the residential amenities of adjoining occupiers and in the light of guidance contained within circular 2/99, an Environmental Impact Assessment would not be required. However, information submitted in support of the proposed development includes a Planning Statement Report, a Traffic Assessment Report; an Environmental Review Report, a TV and radio reception report, a Wind Study Report, and Archaeological desk-based assessment, and the applicant has considered a range of potential environmental effects on archaeology; ecology and flood risk; archaeology and heritage context of the site; regeneration and socio-economics issues; traffic and transport; air quality; noise; TV and radio reception; ground-level wind condition; waste management strategy report; social and community effects.

These issues are dealt with elsewhere in this report.

### Unitary Development Plan

#### Part 1 Policies

Policy E1 advises that major new development will be required to be located where it can be easily served by public transport; policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes; policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys, canals, and policy

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E3.1 encourages the reclamation of derelict land with a view to re-use. It is considered that these proposals would accord with the policies outlined above.

Policy S2.1 advises that the Council recognises the importance of good quality local and convenience shopping facilities within easy reach of people's homes and will ensure that all parts of the City are well provided for and that facilities are accessible to everyone. New shops to meet local need will be encouraged. The proposed facilities within the proposed development would accord with this policy in that it would provide new quality local shopping provision for the residents of Cheetham and Green Quarter.

Policy S2.4 advises that new shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars. This scheme would involve the re-development of a surface car park for a mix of uses including an element of retail accessed from Roger Street. Given access would be from existing routes which currently serve the site, it is considered that the proposed development would not significantly affect the amenities of the future nearby residential communities.

Policy S2.5 requires that new shopping facilities are designed to high standards with adequate parking and should provide a safe and attractive environment for shoppers. The indicative plans show a modern well-designed development, which provides focal features at key points; interest on main frontages will integrate into existing development. Plans also indicate the provision of cycle parking, and spaces allocated for disabled people, in these respects the proposal complies with policy S2.5.

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The scheme accords with the objectives of policy R1.

Policy H1.2 states that the Council wishes to ensure that housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester.

The proposal is in accordance with Policy H1.2 in that the scheme provides a range of 1, 2 and 3-bedroom accommodation to cater for the needs of people at different stages in their life or with different housing requirements. The scheme will also widen the range of property types within the local area, and this in turn should lead to better use of the existing housing stock.

Policy H2.7 advises that new housing schemes will be expected to be of a high standard of design and make a positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and ensuring arrangements for its maintenance. The scheme is in accordance with Policy H2.7 in that the development is of a high standard of design, and maintenance regimes would form part of landscaping proposals, which would be considered at Reserved Matters stage.

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The site is not specifically allocated in the UDP, however it falls within policy HC5 , which seeks to improve the environmental setting of the River Irk and to implement a pedestrian and cycle route through the valley. It is considered that this proposal would generally accord with policy HC 5 in that the scheme would lead to a further section of footway alongside the River Irk to be provided.

Policy DC20.1 relates to archaeological issues and states that the Council will give particular careful consideration to the development proposals which affect sites of archaeological interest to ensure their preservation in place. Where the preservation of sites of archaeological interest is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation. Policy DC21.1 advises that development, including the raising of land, will not normally be permitted where it would be at risk of flooding or would unacceptably increase the risk of flooding elsewhere.

### Proposed Development

The proposed development would comprise commercial units to be used for Class A1 retail floorspace (not more than 1,000m<sup>2</sup>), Class A2, Class A3, Class A4, Class A5, Class B1, Class D1 Class D2 (not more than 1,000m<sup>2</sup>) creating a total floorspace of 3,284m<sup>2</sup> within the proposed development .This mix of uses will create vitality and diversity in the area providing increased activity at all times of the day.

The plans indicate a proposal of high quality both in terms of layout of the site and the design of the buildings, and their finishes, which together with the uses involved will provide a range of facilities to enhance this location in close proximity to the Green Quarter and the City Centre.

An important consideration in the development of this site is how it relates to existing and surrounding uses. The requirement is that good pedestrian links are created, not just between the individual elements being proposed, but that it fully integrates into the adjacent communities. The layout plans focus on these links, and demonstrate the development would achieve this integration. These routes would need to be safe, secure and user friendly to encourage and support the development of pedestrian links through the scheme. This will encourage people to continue to use the development by a full range of transport modes including walking and cycling thereby reducing reliance on the car. Security aspects of the scheme would form part of a Crime Impact Statement, which is currently being produced by the Architectural Liaison Officer.

Quality design and good management of the public realm will be essential to creating a safe and viable location. To this end it is important to create pedestrian-friendly environments, whilst accommodating the vehicle and servicing requirements. It is considered that the high quality public realm works proposed would be an improvement in visual terms to the river side environment and would allow safe and secure pedestrian routes.

### Proposed design/massing/layout of schemes and context within area

The proposal relates to the re-development of this site for a mixed use scheme. The site would be developed within the spirit of the Guide to Development in

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Manchester 2. The main public aspect of the scheme would front onto Roger Street. The linear courtyard areas between the proposed blocks would provide a mixture of high quality communal spaces.

The proposal would comprise tall buildings of a maximum of 19, 17 and 13, storeys. The layout has been designed so that the 19 storey element of the scheme would be located at the north-western corner of the site in proximity to the disused railway viaduct, and that all blocks of apartments would drop in height towards the boundary with the River Irk. The location of the blocks would allow the recently completed Green Quarter apartments to retain views over the river, and would enable the creation of south west facing balconies and south east facing roof gardens areas to be provided. The applicant has indicated that the change in mass of the blocks is designed to reflect the contours of the river valley, to allow vistas over the city and to allow sunlight between the proposed blocks. With the exception of the north western corner of the Roger Street block, the other blocks are of comparable or lower height than the green Quarter blocks on Red Bank. It is considered that the height and scale of the proposed buildings is acceptable given their locations adjacent to Green Quarter.

The applicant proposes that the north and south facades of each block would primarily comprise full height glazed elements with infill panelling at low level within bedrooms. The western and eastern end of the blocks would comprise areas of glazing set in aluminium cladding. The elevations to the car park areas would be grilles to be designed to form pictorial elements to reflect themes in the locality and river valley, interspersed with areas buff coloured reconstituted stone where the steps from the landscaped decks adjoin the River Irk.

### Secure by Design

The priority has been to create a quality development, which encompasses the key principles to ensure a safe and secure environment. The Architectural Liaison officer is producing a Crime Impact Statement for the proposal, which will be reported to Members. In accordance with policy DC14, the applicant has been advised that where roller shutters are provided these must comprise grills or shutters which would not create a blank frontage. A condition is also recommended that during day time hours, shutters are not down thereby avoiding a blank frontage to individual shops. In addition, until such time as the proposed commercial ground floor units are occupied, it is recommended that a condition is imposed which requires the temporary treatment of the frontages to be agreed with the City Council.

### Traffic

A Traffic Assessment has been submitted which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal. The conclusions are that :-

The site is well located with regard to everyday facilities and public transport, and is considered to be in a sustainable location; accident analysis demonstrates that there are no significant historical road safety issues

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associated with the highway network locally; that the proposed development accords with the aims and objectives of local and national transport policy, and that the proposal would result in a material increase in traffic at both the Faber Street / Red Bank and Roger Street/Lord Street/Red Bank junctions. However, tests of the operational performance of the junctions have demonstrated that the development would have a negligible effect on the operation of each junction. As such the applicant has indicated that they do not propose any improvements to either junction in addition to those works already proposed for the Roger Street/Red Bank junction and pedestrian environment along Faber Street. However, following the comments received from the Head of Engineering Services, further discussions are taking place with the head of Engineering Services regarding works at the junction of Faber Street/Back Red Bank (including pedestrian visibility splays, vehicular visibility splays and footway extensions), and traffic calming at Red Bank/Roger Street junction. It is therefore recommended that an off site highway condition be attached to any planning permission.

If any outstanding details are not fully resolved before the committee meeting, they could become the subject of conditions. In addition details have, at this stage, not been provided in relation to the type of secure cycle storage. It is therefore recommended that this issue be covered by planning condition. Any approval would also be subject to a condition to require the developer to develop a Green Travel Plan to encourage travel to and from the site by non-car based travel models.

### Parking and Vehicular and Pedestrian Access

There are two vehicular access points proposed into the site from Roger Street and Faber Street. Faber Street is an existing access to this site, and Roger Street has been used to access this site in the past. The illustrative plans suggest the site could accommodate up to 625 parking spaces (51 spaces for disabled people) to serve the proposed commercial units, and residential accommodation.

This site adjoins the River Irk. It is proposed to create a pedestrian riverside walkway and improve access to the site alongside the river. It is considered that adequate parking would be provided within the scheme in this location given the proximity of bus corridors and the City Centre transport interchange and that the proposal would not have a detrimental impact on the highway network.

### Environmental Wind Conditions

A qualitative study of wind conditions around the proposed development proposal has been carried out. This study has been based on aerial and site photographs, plans elevational drawings, as well as comparisons with conditions around similar developments.

For existing site conditions the report concludes that pedestrian level wind conditions are likely to be suitable for current pedestrian activities. The proposed development incorporates several features of benefit with regards to the pedestrian wind environment in that the southerly block will deflect winds up and over the taller central and northern blocks, limiting the severity of downdraughts for prevailing southerly and south-south-westerly winds.

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Mitigation measures are suggested that include vented walls at the north western and north eastern corner of the car park levels beneath the northern block; an evergreen tree of approximately 3-5 metre in height at the south western corner of the northern block, and deciduous trees of approximately 3-5 metres in height across the proposed podium gardens. It is recommended that a condition is attached to any approval to require the implementation of the mitigation measures.

### Landscaping

The landscaping element of the proposal is a reserved matter. However, the applicant has provided a landscape strategy which indicates the creation of landscaped decks between the proposed blocks and a landscaped area along the southern boundary of the site. In addition roof gardens are proposed for each proposed apartment block.

### Ecology

An ecological assessment was carried out on the site and there was no evidence of any protected species using these site. In addition the site was not considered to be suitable for breeding birds due to the lack of vegetation, and the highly disturbed nature of the site due to its current use i.e. not appropriate for ground nesting birds. There are no buildings on this site and no works proposed to the River Irk.

The comments expressed by the Ecology Unit have been noted and conditions relating to the submission of a comprehensive method statement giving details of how any possible disturbance to the watercourse is to be mitigated during the course of the development, and treatment of Japanese Knotweed are proposed.

### Archaeology

The desk based assessment submitted indicates that the study area does not contain any standing buildings or archaeological significance, however the redevelopment of the site may have a negative impact on buried remains in the study area. The extent of such an impact can only be established once physical investigation aspect of the proposed development has been carried out. It is therefore recommended that any approval be conditioned to require a programme of archaeological work in accordance with a scheme of investigation, which has been agreed with the Local Planning Authority.

### Lighting

It is proposed that a lighting strategy would be designed to address general luminance at low, medium and high levels in relation to the public and semi private areas, with the landscaped decks being illuminated to avoid light intrusion and glare to residential units; to ancillary areas such as car parks, and it is recommended that this aspect of the proposed development is conditioned.

### Sustainability

The applicant has considered the sustainability of the scheme and has indicated a commitment to achieve a "very good" Eco-Homes Assessment (BREEAM)

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rating. The applicant has submitted waste management Strategy which provides for recycling, and a Crime Impact Statement is expected from the Architectural Liaison officer shortly.

### Noise

A noise survey has been carried out to determine effects of construction and operation of the proposed mixed use development. Existing noise levels around the site have also been measured. Changes in traffic flows around the site due to the proposed development have been considered in terms of noise impact, and it is not expected that the development would give rise to significant residual noise impacts. However, patron noise from the proposed Class A3, A4, A5, D1 and D2 uses may require future control in terms of the hours of operation, and additional acoustic measures.

### Flood Risk

The flood risk assessment, which has been provided has concluded the site falls within Flood Zone 2 which is defined as a medium /low risk with a small section of the site within Flood Zone 3 adjacent to the Roger Street/Gould Street footbridge. Flood Zone 2 corresponds to inundation from a 100-1000 year flood event, while inundation within Flood Zone 3 is predicted for < 100 year flood event. The report indicates that the flood inundation of the current site is limited to an area of 170m<sup>2</sup> section adjacent to Roger Street footbridge, and that the proposed development would reduce the floodplain storage area by 24.65cubic metres (less than 1.0% of total stormwater adjacent to the site during a 100 year event). However, given the Environment Agency's concerns, the applicant is in on-going discussions with the Agency. The outcome of these discussions will be reported at Committee.

### TV Reception

It is not possible to be conclusive about the effects on TV and Radio reception until such time as the buildings are constructed. However, the application has identified an area to the south west of the site where impairments to television reception could occur due to the proposed development , and has provided a set of mitigation measures which include, change of aerial type, change in aerial height, aerial re-siting, reception through DTTV or satellite, or via an alternative transmitter should the need arise.

### Access for Disabled People

The applicant has submitted a disability access statement, and has confirmed that the proposal would accord with the City Council's guidance for visitor accessibility with a level threshold provided to all apartments, and lift access being provided. In addition they have confirmed that access routes, pedestrian areas, ramps, internal and external doors, entry systems, corridors, toilets, reception areas, showers and bathrooms would comply with DFA2 requirements.

The number of car parking spaces annotated for disabled users (51 spaces) equates to approximately 10% provision, and further spaces located at the end of rows, will inherently have accessible space to the side which is shared with the vehicular space.

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In terms of the proposed public realm works, the applicant has indicated that lift access from the landscaped decks to the riverside walkway would be achieved by providing access to the lift cores within the block from the landscaped deck. In conclusion, the proposal generally complies with DFA2 standards and it is considered, on balance, that any small deviations from DFA2 proposed would not create a significant barrier to the buildings and public areas being fully accessible.

### CONCLUSION

The redevelopment of this site with an attractive, high quality development will bring major regeneration benefits, and complement the Green Quarter development. There are clear positive elements to the proposal which would introduce a high quality mixed use scheme into North Manchester and will create a significant number of jobs in an area where there are high and long-term unemployment problems in an accessible location for pedestrians and those travelling by public transport. Whilst the development will have certain impacts on the area, the conclusion reached is that there are measures that can and will be introduced to minimise any potential adverse impact.

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

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

### **Recommendation MINDED TO APPROVE**

MINDED TO APPROVE, Subject to resident's re-consultation lapsing and no new issues being raised, a s.106 agreement relating to riverside and public realm infrastructure works and improvements in the area, on the basis that the application is in accordance with the Unitary Development Plan for Manchester (adopted 1995), in particular policies E1, E3.1, E3.3, E3.4, S2.1, S2.4, S2.5, R1, H1.2 H2.7, and HC5 and there are no significant material considerations to indicate otherwise.

### **Conditions and/or Reasons**

## List No. 2

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason

Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters: landscaping, and design.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed 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, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) The car parking shall be surfaced, demarcated and made available for use as each building or phase of development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The car parking spaces shall then be available at all times whilst the buildings are occupied.

Reason

To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester.

5) Before development commences, the internal car park area shall be ventilated in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason

## List No. 2

In the interests of public health and to ensure satisfactory conditions within the car parking area, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall be carried out in accordance with the drawings numbered 05318-D-01, 053018-D-02, 05318-D-08, 053018-D-09, 05318-D-10, Disabled Access Statement, Planning Statement Report, Traffic Assessment Report; Environmental Review Report, TV and radio reception report, waste management strategy report, Wind Study Report, and Archaeological desk-based assessment, stamped as received by the Local Planning Authority on 23rd February 2006, 053018-D-14A, 05318-D-15A, 05318-D-16A, 05318-D-17 A, stamped as received by the Local Planning Authority on 15th November 2006, 05318-D-03A, 05318-D-04A, 053018-D-05A, stamped as received by the Local Planning Authority on 5th December 2006, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans.

7) The development hereby approved shall not be occupied unless a Developer's Award confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To reduce the risk of crime, pursuant to policy E3.5 of the Unitary Development Plan for Manchester (adopted 1995) and to reflect the guidance contained in PPS1 - "Delivering Sustainable Development".

8) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing. The wheelwash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheelwash shall be submitted to and approved by the City Council prior to being implemented.

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development

9) All contractor's vehicles entering and leaving the site during the construction period shall be sheeted.

Reason

To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

## List No. 2

10) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site during the construction period and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) Details of the proposed boundary treatment, including colour, shall be submitted to and approved in writing by the City Council, as local planning authority, before the use commences. The approved details shall be implemented before the development is first brought into use.

### 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, pursuant to policies H2.2, and E3.5 of the adopted UDP.

12) No development shall commence until:

a) The site has been investigated for the presence of ground contamination and ground gas and for the effects of any ground contamination and ground gas emanating from outside the site. The investigation shall be carried out in accordance with a scheme previously approved in writing by the City Council as Local Planning Authority.

b) A report using the results of the approved scheme of investigation and containing plans and particulars of the extent of ground contamination and ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

c) The site has been remediated in accordance with the approved report and written confirmation thereof has been submitted to the City Council as local planning authority.

### Reason

To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy H2.2 of the Unitary Development Plan.

13) No part of the development shall be occupied until facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority and the approved facilities have been provided. 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

## List No. 2

mode of transport, pursuant to policy T3.7 of the Unitary Development Plan for the City of Manchester.

14) Before development commences a scheme for the extraction of fumes, vapours and odours from all kitchen areas within the commercial units within the development hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented before any of the commercial units is occupied and remain in situ for so long as the commercial units are in use.

### Reason

In the interests of the amenities of the occupiers nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester

15) Before the development commences, full detailed designs (including specifications) of all works to highways, both on site and off site, have been submitted to and approved in writing by the City Council as Local Planning Authority. The said designs shall include the following:

- a) Pedestrian visibility splays, vehicular visibility splays and footway extensions at the junction of Faber Street and/ Back Red Bank;
- b) Vehicular visibility splay at the Red Bank/ Roger Street junction;
- c) High strength friction grip carriageway surfacing to the north of Red Bank/ Roger Street;
- d) Traffic calming at the Red Bank/ Roger Street junction.

The development shall not be occupied until the approved designs have been carried out, unless otherwise agreed with the local planning authority.

### Reason

In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

16) Details of access proposals for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. The approved details shall be implemented before the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided in accordance with policies DC7.1 and DC9.1 of the Unitary Development Plan for the City of Manchester

17) Prior to the occupation of the buildings hereby approved, a scheme for the storage and disposal of refuse including storage of recyclable materials, 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.

### Reason

## List No. 2

In the interests of amenity and public health, pursuant to policy H2.2 of the adopted UDP.

18) No loading or unloading in connection with the commercial units shall be carried out outside the hours of 07.30am and 8.00p.m. Mondays to Saturdays and any time on Sundays.

Reason

In the interests of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester

19) No commercial unit shall be occupied until the opening hours for that unit have been specified in writing by the City Council as local planning authority. The unit shall then not be open outside the specified hours.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

20) No roller shutters or security grilles shall be installed within the development unless plans and particulars thereof (showing in particular an open grille construction, the housing for the mechanism recessed behind the plane of the wall and the housing colour-coated) have been previously approved in writing by the City Council as local planning authority.

Reason

In the interests of visual amenity, pursuant to policy DC14 and policy E3.3 of the Unitary Development Plan for the City of Manchester.

21) No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans, before the development is occupied.

Reason

To ensure a satisfactory means of drainage.

22) This permission hereby approved relates to :-

- Class A1 within the development maximum floorspace of 1,000 m2.
- Class D2 within the development maximum floorspace of 1,000 m2.
- Classes A1, Class A2, Class A3, Class A4, Class A5, Class B1, Class D1 and Class D within the development maximum total floorspace of 3,284 m2.
- 500 residential units

## List No. 2

unless otherwise agreed in writing by the City Council as Local Planning Authority.

### Reason

For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

23) Details of a Green Travel Plan Strategy, implementation and monitoring of 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 Green 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 remains 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 Green Travel Plan Strategy shall be adopted and implemented.

### Reason

In accordance with the provisions contained within Planning Policy Guidance 13.

24) Upon occupation of the commercial units, any proposed roller shutters on the frontage of the proposed units and shall be open/raised from 9.00 a.m. until the business closes in the evening.

### Reason

In order to ensure that the appearance of the building is in keeping with the character of the area.

25) No development shall commence until the following have been submitted to and approved by the City Council as Local Planning Authority:

- a) A desk based archaeological assessment of the site;
- b) A scheme for digging archaeological trial trenches on site (including timescales and particulars of the persons supervising the digging);
- c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out the said tasks).

The scheme approved under (b) and (c) above shall be implemented in accordance with the timetables contained therein and no development shall take place on the site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as Local Planning Authority.

### Reason

## List No. 2

To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to policy DC 20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

26) The development hereby approved shall not be occupied until a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of at least 'very good' , and equivalent for eco homes, has been awarded by an assessor licensed by the Building Research Establishment in respect of the development, unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

In the interests of minimising the environmental impact of the development, pursuant to Manchester Unitary Development Plan policy E1.5.

27) Before the development hereby approved commences a shop front and signage design strategy for the commercial units shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details

### Reason

To protect the visual amenity of the development, pursuant to adopted Manchester Unitary Development Plan policy H2.2.

28) Within six months of any part of the development first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings immediately adjoining the application site shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details

### 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 Manchester Unitary Development Plan policy H2.2.

29) No development shall commence until the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a) A risk assessment of potential harm to the River Irk and associated ecology arising out of the development and construction process;
- b) A scheme for preventing and mediating all harms identified in the risk assessment (including timetables for carrying out such measures).

All prevention measures specified in the scheme approved under (b) above shall be carried out in accordance with the corresponding timetable.

In the event of a harm identified in the risk assessment approved under (a) above occurring, to implement the relevant mediation measure contained in the approved scheme with the corresponding timescale.

### Reason

## List No. 2

To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester, and to protect the river Irk from pollution pursuant to policy E 1.3.

30) Prior to the commencement of development, details of all external lighting, including lighting on the buildings, within the site, and lighting units within the public realm works, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved plans and no other external lighting shall be installed unless otherwise agreed in writing by the City Council as Local Planning Authority.

### Reason

To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies E3.3, E3.4 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995), while avoiding light intrusion and glare.

31) Before development commences, full details, including scaled elevations, plans and cross-section drawings, of temporary infill panels to the ground floor commercial units shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed works will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition shall be implemented in full before any part of the development under this planning consent is first used, or by such time as may be agreed in writing with the City Council as Local Planning Authority. The strategy for maintaining the infills in good condition shall be operational at all times until the temporary infills are removed from the site.

### reason

In the interests of visual amenity and to ensure that the frontage of the units before occupation has a good appearance within the streetscene, and that this appearance is maintained, pursuant to Manchester Unitary Development Plan policies E3.3 and H2.2.

32) No building or structure exceeding 111.380m AGL shall be constructed unless otherwise agreed in writing by the City Council as Local Planning Authority.

### Reason

In order to protect aircraft safety and navigation.

33) No development shall commence until a construction management strategy has been submitted to and approved by the City Council as local planning authority. Such a strategy shall include the construction scaffolding, lighting and the operation of cranes. The construction management strategy shall be implemented as approved.

### Reason

## List No. 2

In order to protect aircraft safety and navigation.

34) No development shall commence until plans and particulars of aircraft obstacle warning lighting for the buildings and complying with the requirements set out in CAP 393 and CAP 168 have been submitted to and approved by the City Council as local planning authority. The approved aircraft obstacle warning lighting scheme shall be installed upon completion of each building and shall remain in situ thereafter.

### Reason

In order to reduce the hazards to aircraft operating visually at low level in the area around the proposed development.

35) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (Ofcom), or by a body approved by Ofcom and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above 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.

c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is found to have a detrimental impact upon existing television signal reception, 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 (b) above. The measures identified must be carried out before the building is first occupied.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications, pursuant to Manchester Unitary Development Plan policy H2.2.

36) Prior to commencement of any development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed, to be carried out by the developer, shall be submitted to and approved in writing by the City

## List No. 2

Council as Local Planning Authority. This plan shall include a timetable for implementation, and be implemented in accordance therewith. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval in order to ensure that the approved scheme is still applicable.

### Reason

To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

37) Before any use hereby approved commences, the Class A3 , A4, A5 and D2 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 or as otherwise agreed in writing by the City Council as local planning authority.

### Reason

To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

38) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from road/rail traffic shall be submitted to and approved in writing by the City Council as local planning authority. Noise survey data to inform the acoustic insulation scheme must include measurements taken during the early morning rush hour periods and night time to determine the appropriate sound insulation measures necessary. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

### Reason

To secure a reduction in noise from road /rail traffic in order to protect future residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

39) Before the development hereby approved is occupied, the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme previously submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. Ancillary equipment shall be 5dB below background (LA90) in each octave band measured at the nearest sensitive location.

### Reason

## List No. 2

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

40) Before development commences, full details, including scaled elevations, plans and cross-section drawings, of external grills to the car parking areas shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed works will resist graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition shall be implemented in full before any part of the development under this planning consent is first used, or by such time as may be agreed in writing with the City Council as Local Planning Authority. The strategy for maintaining the grills in good condition shall be operational at all times.

### Reason

In the interests of visual amenity and to ensure that the frontage of the units before occupation has a good appearance within the streetscene, and that this appearance is maintained, pursuant to Manchester Unitary Development Plan policies E3.3 and H2.2.

41) The wind mitigation measures outlined in the Wind Environment Study (project No. 43645/00) document shall be implemented in full within 6 months from the date the buildings are first occupied. Wind mitigation measures implemented shall be retained in situ on the site. Any trees forming part of the mitigation measures removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

To ensure that a satisfactory development is carried out, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

42) A landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

## List No. 2

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 078626/00/2006/N1 held by Planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are all held by the Planning Division.

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

Ashton House Corporation Street Central Manchester M4 4DU  
Co-operative Insurance Society Ltd 79 Dantzic Street Central Manchester M4 4DW  
The Crown & Cushion 192 Corporation Street Central Manchester M4 4DU  
Angel Meadows Apartment 1-38 23 Naples Street Central Manchester M4 4HA  
1 - 5 Style Street Central Manchester M4 4DF  
E P A Construction Ltd Style Street Central Manchester M4 4DF  
Lincoln Gate 801-808 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 701-709 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 601-611 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 501-513 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 401-414 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 301-314 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 201-214 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 101-114 (all) 39 Red Bank Central Manchester M4 4AD  
Lincoln Gate 1-15 (all) 39 Red Bank Central Manchester M4 4AD  
Arch 12 Corporation Street Central Manchester M4 4DG  
Arch 7 Corporation Street Central Manchester M4 4DG  
D B Flooring Arch 12 Corporation Street Central Manchester M4 4DG  
79 Gould Street Central Manchester M4 4DL  
M N A Facilities 16 Red Bank Cheetham Manchester M4 4HF  
Romlex 15 Chase Street Cheetham Manchester M4 4FJ  
J F M Hire Ltd 5 Roger Street Cheetham Manchester M4 4EN  
Spring Forth Services 18 Red Bank Cheetham Manchester M4 4HF  
The Body Repair Centre Arch 5 Corporation Street Central Manchester M4 4DG  
Ashton House Corporation Street Central Manchester M4 4DU  
20 Lord Street Cheetham Manchester M4 4FP  
Crown House Flat 1-20 85 Dantzic Street Central Manchester M4 4DW  
Wayne-dalton Uk 17 Red Bank Cheetham Manchester M4 4HF  
23 Red Bank Cheetham Manchester M4 4HF  
Mathers Cafe 4 Aspin Lane Central Manchester M4 4DP  
St. Chads Rc Church 7 St. Chads Street Cheetham Manchester M8 8QA  
K 2 Pleating Co Mehtab House 4 Stocks Street Cheetham Manchester M8 8QG  
Rose Household Textiles Ltd 54 Red Bank Cheetham Manchester M8 8QF  
S B D Ltd Samuel House St. Chads Street Cheetham Manchester M8 8QA  
Hy Speed Tyre Services Ltd 7-9 Stanley Street Cheetham Manchester M8 8GQ  
St. Chads Presbytery Stocks Street Cheetham Manchester M8 8GG  
Disabled Living Redbank House 4 St. Chads Street Cheetham Manchester M8 8QA  
Creamline Dairies 56-58 Red Bank Cheetham Manchester M8 8TS

## List No. 2

Impulse Design Ltd Mehtab House 4 Stocks Street Cheetham Manchester M8 8QG  
In Design Ltd 5 Knowsley Street Cheetham Manchester M8 8QN  
Charles E Chaplin & Co Ltd Mirage House 25-27 St. Chads Street Cheetham Manchester M8 8QA  
Rapide Reprographics Ltd Hargreaves Street Cheetham Manchester M4 4EJ  
Contact Photographic Services Ltd 43 Red Bank Cheetham Manchester M4 4HF  
Carriages Autobody Specialists Arch 5 Corporation Street Central Manchester M4 4DG  
M J T Motors Irk Street Central Manchester M4 4JT  
97 Dantzic Street Cheetham Manchester M4 4DW  
World Of Leather Plc 98 Cheetham Hill Road Cheetham Manchester M4 4EX  
Boardman Brothers Ltd 50 Red Bank Cheetham Manchester M4 4HF  
24 Red Bank Cheetham Manchester M4 4HF  
Arch 11 Corporation Street Central Manchester M4 4DG  
Leisuredrive Arch 10 Corporation Street Central Manchester M4 4DG  
The Taxi Centre Arch 8 Corporation Street Central Manchester M4 4DG  
United Trade Supplies Ltd Arch 9 Corporation Street Central Manchester M4 4DG  
J Fitzgerald & Co Ltd Arch 6 Corporation Street Central Manchester M4 4DG  
Cab Equipment Arch 4 Corporation Street Central Manchester M4 4DG  
Arch 3 Studio Arch 3 Corporation Street Central Manchester M4 4DG  
Arch 2 Corporation Street Central Manchester M4 4DG  
Arch 1 Corporation Street Central Manchester M4 4DG  
Prontaprint 19-20 Red Bank Cheetham Manchester M4 4HF  
1a Brighton Street Cheetham Manchester M4 4HR  
Game Larder 8 Red Bank Cheetham Manchester M4 4HF  
Photosphere Studios 12-14 Red Bank Cheetham Manchester M4 4HF  
11 Red Bank Cheetham Manchester M4 4HF  
Alexandra Labels Ltd 9 Red Bank Cheetham Manchester M4 4HF  
Golden Fibre Ltd 11 Chase Street Cheetham Manchester M4 4FJ  
4 Hargreaves Street Cheetham Manchester M4 4EJ  
10 Crown Lane Central Manchester M4 4DQ  
King Of Kings School 142 Dantzic Street Central Manchester M4 4DN  
Flats 1-80 Macben House, 12/18 Lord Street  
Flat 1-114 (all) Melia House Lord Street Manchester  
Flat 1-162 (all) Block 2 Green Quarter, Red Bank

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

John Persaud 9.6a Melia House Lord Street Manchester

**Relevant Contact Officer:** : Sue Wills  
**Telephone No.** : (0161) 234 4535  
**Email** : s.wills@manchester.gov.uk