

List No.

**MANCHESTER CITY COUNCIL**  
**REPORT FOR RESOLUTION**

**COMMITTEE** PLANNING AND HIGHWAYS

**DATE** 23 August 2007

**SUBJECT** **081261/FO/2006/C3**  
Demolition of existing buildings and erection of two buildings, comprising one 35-storey tower (with 325 residential units, use class C3, and ground and first floor retail and office spaces, use classes A1 & B1) and one 6-storey building (with 58 residential units, use class C3, and ground floor retail and office spaces use classes A1 & B1). With associated public open space, landscaping, access and basement parking.

**LOCATION** Land Bounded By Store Street, Great Ancoats Street And Millbank Street Ancoats

**APPLICANT** Time And Tide Homes And Stephen Price C/o Agent

**AGENT** How Planning 40 Peter Street Manchester M2 5GP

**REPORT OF** HEAD OF PLANNING

---

**PURPOSE OF REPORT**

To describe the above application for planning permission, the issues involved and to put forward recommendations.

**RECOMMENDATION:**

The Head of Planning therefore recommends that the Committee **be MINDED TO APPROVE** planning application **081261/FO/2006/C3** relating to demolition of existing buildings and erection of two buildings, comprising one 35-storey tower (with 325 residential units, use class C3, and ground and first floor shop and office spaces, use classes A1 & B1) and one 6-storey building (with 58 residential units, use class C3, and ground floor retail and office spaces use classes A1 & B1). With associated public open space, landscaping, access and basement parking. for the reasons set out in this report.

**Financial Consequences for the Revenue Budget**

There are no financial consequences for the Revenue Budget.

**Financial Consequences for the Capital Budget**

There are no financial consequences for the Capital Budget.

**List No.**

**Contact Officer(s)**

Dave Roscoe 0161 234 4516  
Jay Patel 0161 234 4553

**Background Documents**

Planning application 081261/FO/2006/C3  
The Unitary Development Plan for the City of Manchester (UDP)  
A Guide to Development in Manchester  
DETR Circular 02/99 Environmental Impact Assessment  
Planning Policy Guidance Notes 1, 3, 6, 8, 13, 16 and 24.

**Responses of:**

Engineering Services  
English Heritage (NW Region)  
Environmental Health  
Contaminated Land Section  
Commissions For Architecture And The Built Environment  
Director Of Housing  
GMPTE  
British Waterways Board  
Greater Manchester Police  
Ward Councillors  
Environment & Operations (Highway Authority)  
Greater Manchester Ecology Unit  
New East Manchester  
Piccadilly Village Residents Association

**Third Party Consultations:**

31-35 Chapeltown Street, Manchester, M1 2NN  
Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Eider House, 19 Ducie Street, Manchester, M1 2JL  
Unit 225, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 408, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
35 Tariff Street, Manchester, M1 2FE  
47 Ducie Street, Manchester, M1 2JW  
Ground Floor, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 101, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 110, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 119, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
38 Laystall Street, Manchester, M1 2JZ  
28-32 Laystall Street, Manchester, M1 2JZ  
27-29 Laystall Street, Manchester, M1 2JY  
31-33 Laystall Street, Manchester, M1 2JY  
10 Pigeon Street, Manchester, M1 2JX  
51-53 Ducie Street, Manchester, M1 2JQ

## List No.

Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Unit 103, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 115, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 300, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 221 -223, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Eider House, 19A Ducie Street, Manchester, M1 2JL  
Unit 104, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 102, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 105, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 113, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 201 - 202, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 204, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 207, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 210, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 211, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 214, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 219, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 410, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 404, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 228 -236 , Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 302, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 304, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 400, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 111, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 310, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 402, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 406, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
23 Ducie Street, Manchester, M1 2JL  
34 Laystall Street, Manchester, M1 2JZ  
Unit 117, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Contel House, Congou Street, Manchester, M1 2TX  
54 Chapeltown Street, Manchester, M1 2NN  
60 Chapeltown Street, Manchester, M1 2NN  
52 Heyrod Street, Manchester, M1 2WW  
Greenway House, 1 Portugal Street East, Manchester, M1 2WW  
Atkinson & James, Heyrod Street, Manchester, M1 2WW  
Love Lane, Portugal Street East, Manchester, M1 2WX  
1 Churchgate Buildings, Manchester, M1 2WL  
7 Heyrod Street, Manchester, M1 2WW  
66-72 Chapeltown Street, Manchester, M1 2WH  
1 Fair Street, Manchester, M1 2NW  
Shoe City, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
J J B Sports Ltd, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
122 Great Ancoats Street, Manchester, M4 6DE  
166-174 Great Ancoats Street, Manchester, M4 7AB  
9 - 27John Smeaton Court, Manchester, M1 2NR  
Outram House, 7-11 Great Ancoats Street, Manchester, M4 7AA  
1 – 6 Outram House, 7-11 Great Ancoats Street, Manchester, M4 7AA  
12 Outram House, 7-11 Great Ancoats Street, Manchester, M4 7AA  
1 James Brindley Basin, Manchester, M1 2NL

**List No.**

Brick & Hickman, Travis Street, Manchester, M1 2NG  
64 Chapeltown Street, Manchester, M1 2WQ  
2 Heyrod Street, Manchester, M1 2WW  
1-3 Lomax Street, Manchester, M1 2LP  
77-79 Ducie Street, Manchester, M1 2JQ  
81 Ducie Street, Manchester, M1 2JQ  
65-67 Ducie Street, Manchester, M1 2JQ  
61-63 Ducie Street, Manchester, M1 2JQ  
67 Chapeltown Street, Manchester, M1 2WF  
3 Longacre Street, Manchester, M1 2WN  
37 Longacre Street, Manchester, M1 2WN  
1 – 29 William Jessop Court, Manchester, M1 2NE  
2 – 34 James Brindley Basin, Manchester, M1 2NL  
1 - 64 Thomas Telford Basin, Manchester, M1 2NH  
1 – 8 John Smeaton Court, Manchester, M1 2NR  
Dale & Co, Chapeltown Street, Manchester, M1 2WF  
48 Laystall Street, Manchester, M1 2JG  
55-59 Ducie Street, Manchester, M1 2JQ  
Childrens World, Central Retail Park, Great Ancoats Street, Manchester, M4 6DL  
140 Great Ancoats Street, Manchester, M4 6DU  
126 Great Ancoats Street, Manchester, M4 6DE  
130 Great Ancoats Street, Manchester, M4 6DE  
247 Great Ancoats Street, Manchester, M4 6DW  
255 Great Ancoats Street, Manchester, M4 6DW  
132-134 Great Ancoats Street, Manchester, M4 6DE  
231-241 Great Ancoats Street, Manchester, M4 6DW  
251-253 Great Ancoats Street, Manchester, M4 6DW  
5 Canal Cottages Yard, Vesta Street, Manchester, M4 6DS  
Toys R Us, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Currys Ltd, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Argos Distributors Ltd, Central Retail Park, Great Ancoats Street, Manchester, M4  
Wing Mill, Bengal Street, Manchester, M4 6HQ  
124 Great Ancoats Street, Manchester, M4 6DE  
Victoria House, Great Ancoats Street, Manchester, M4 7EA  
210 Great Ancoats Street, Manchester, M4 7AD  
5 Canal Cottages, Vesta Street, Manchester, M4 6DS  
1 – 2 John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 3, John Smeaton Court, Chapeltown Street, Manchester, M1 2NH  
4 John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
6 John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 7, John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
8 John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 9, John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
10 – 27 John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 1, Thomas Telford Basin, Chapeltown Street, Manchester, M1 2NF  
2 -64 Thomas Telford Basin, Chapeltown Street, Manchester, M1 2WF  
1 - 35 James Brindley Basin, Millbank Street, Manchester, M1 2NL  
35 James Brindley Basin, Millbank Street, Manchester, M1 2NL  
1 – 27 William Jessop Court, Millbank Street, Manchester, M1 2NE  
Flat 1 - 35, James Brindley Basin, Great Ancoats Street, Manchester, M1 2NL

## List No.

Flat 5a, John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 6a, John Smeaton Court, Chapeltown Street, Manchester, M1 2NH  
Flat 5, John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 47, Thomas Telford Basin, Chapeltown Street, Manchester, M1 2WF  
Flat 7a, John Smeaton Court, Chapeltown Street, Manchester, M1 2NR  
Flat 45, Thomas Telford Basin, Chapeltown Street, Manchester, M1 2NF  
58-60 Chapeltown Street, Manchester, M1 2NN  
Ground Floor Part Left Rear, 66-72 Chapeltown Street, Manchester, M1 2WH  
Ground Floor Part M Tufail, 66-72 Chapeltown Street, Manchester, M1 2WH  
Ground Floor Part Samson Hosiery, 66-72 Chapeltown Street, Manchester, M1  
Ground Floor Part Shah Knitwear, 66-72 Chapeltown Street, Manchester, M1 2WH  
Ground Floor Unit 2, Crusader Works, 66-72 Chapeltown Street, Manchester, M1  
First Floor Highwear Limited, 66-72 Chapeltown Street, Manchester, M1 2WH  
Ground Floor Part And First Floors Part Madni Foot, 66-72 Chapeltown Street,  
Manchester, M1 2WH  
First Floor Rear Left, 66-72 Chapeltown Street, Manchester, M1 2WH  
Rear Right First Floor Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
First Floor Shalimar Knitwear Limited, 66-72 Chapeltown Street, Manchester, M1  
Second Floor Front Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Rear Second Floor Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Third Floor Front Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Third Floor Part Left Rear, 66-72 Chapeltown Street, Manchester, M1 2WH  
Right Rear Third Floor Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Fourth Floor Front Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Fourth Floor Left Part Right, 66-72 Chapeltown Street, Manchester, M1 2WH  
Right Rear Fourth Floor Part, 66-72 Chapeltown Street, Manchester, M1 2WH  
Fifth Floor, 66-72 Chapeltown Street, Manchester, M1 2WH  
Sixth Floor, 66-72 Chapeltown Street, Manchester, M1 2WH  
Ground Floor, 72 Chapeltown Street, Manchester, M1 2WH  
First Floor, 72 Chapeltown Street, Manchester, M1 2WH  
Second Floor, 72 Chapeltown Street, Manchester, M1 2WH  
74-76 Chapeltown Street, Manchester, M1 2WH  
Adjacent Ashton Mills, Chapeltown Street, Manchester, M1 2WF  
Dale And Co Ancoats Limited, Chapeltown Street, Manchester, M1 2WF  
57-59 Ducie Street, Manchester, M1 2JQ  
Rear Of, 61 Ducie Street, Manchester, M1 2JQ  
Ground Floor Part The Stables, Paradise Wharf, Ducie Street, Manchester, M1  
First Floor The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Adjacent La Peniche, Paradise Wharf, Ducie Street, Manchester, M1 2JW  
Adjacent, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
La Peniche, Paradise Wharf, Ducie Street, Manchester, M1 2JG  
83 Ducie Street, Manchester, M1 2JQ  
Outram House Unit 1 To 6, Piccadilly Village, Great Ancoats Street, Manchester,  
M4 7AA  
Outram House Suites 7 And 9 To 12, Piccadilly Village, Great Ancoats Street,  
Manchester, M4 7AB  
Suite 8, Outram House Piccadilly Village, Great Ancoats Street, Manchester, M4  
114-122B Great Ancoats Street, Manchester, M4 6DE  
128 Great Ancoats Street, Manchester, M4 6DE  
Adjacent, 255 Great Ancoats Street, Manchester, M4 6DW

**List No.**

Gmpte 554 Eb 0407 Outside Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Maiden 1853 Care Of Pollard Street, Great Ancoats Street, Manchester, M4 7AB  
Maiden 1897 Care Off Gidding Road, Great Ancoats Street, Manchester, M4 7AB  
Town And City Posters Gable, Victoria House, Great Ancoats Street, Manchester  
Unit A1, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Unit B - E, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Unit G1, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
Unit G2, Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
D Silverman Limited, Heyrod Street, Manchester, M1 2WW  
Tanla Works, Heyrod Street, Manchester, M1 2WW  
12 Jutland Street, Manchester, M1 2JE  
14 Jutland Street, Manchester, M1 2JE  
24 Laystall Street, Manchester, M1 2JZ  
25-27 Laystall Street, Manchester, M1 2JY  
29 Laystall Street, Manchester, M1 2JY  
Ground Floor Part Avinbrook, 48 Laystall Street, Manchester, M1 2JG  
Ground Floor Part De Lux Knitwear, 48 Laystall Street, Manchester, M1 2JG  
Left First Floor, 48 Laystall Street, Manchester, M1 2JG  
First Floor Right, 48 Laystall Street, Manchester, M1 2JG  
Second Floor, 48 Laystall Street, Manchester, M1 2JG  
Third Floor Part Mr Mahmood, 48 Laystall Street, Manchester, M1 2JG  
Part Third Floor, 48 Laystall Street, Manchester, M1 2JG  
Left Fourth Floor, 48 Laystall Street, Manchester, M1 2JG  
Fourth Floor Right, 48 Laystall Street, Manchester, M1 2JG  
Sybil Manufacturing Co, Lomax Street, Manchester, M1 2LP  
Rear Of, 55 Lomax Street, Manchester, M1 2LP  
35-37 Longacre Street, Manchester, M1 2WN  
First Floor And Second Floor, 10 Pigeon Street, Manchester, M1 2JW  
B And B Uk Limited, 10 Pigeon Street, Manchester, M1 2JW  
Junction Ducie Street, Pigeon Street, Manchester, M1 2JW  
Ground And First Floors Part Lovelane Limited, Greenway House, Portugal Street East, Manchester, M1 2WW  
First Floor Showerdrape, Greenway House, 1 Portugal Street East, Manchester, M1 2WW  
Second Floor Part Holbeach Limited, Greenway House, 1 Portugal Street East, Manchester, M1 2WW  
1 – 8 Arches, Sheffield Street, Manchester, M1 2NA  
2 Arches, Store Street, Manchester, M1 2WB  
10 Arches, Sheffield Street, Manchester, M1 2NA  
131-132 Arches, Sheffield Street, Manchester, M1 2NA  
11 Arches, Sheffield Street, Manchester, M1 2NA  
5 Arches, Store Street, Manchester, M1 2WB  
6 Arches, Store Street, Manchester, M1 2WB  
10 Arches, Store Street, Manchester, M1 2WB  
12-13 Arches, Store Street, Manchester, M1 2WB  
Unit 1, Chancel Place, Store Street, Manchester, M1 2WB  
Units 2 To 4, Chancel Place, Store Street, Manchester, M1 2WB  
Unit 5 Asp Lock And Security Part, Chancel Place, Store Street, Manchester, M1

## List No.

Unit 5 Part Logan Muckelt And Co Limited, Chancel Place, Store Street, Manchester, M1 2WB  
Unit 6, Chancel Place, Store Street, Manchester, M1 2WB  
1 Arches, Store Street, Manchester, M1 2WB  
1-3 Vesta Street, Manchester, M4 6DS  
John Smeaton Court, Chapeltown Street, Manchester, M1 2NH  
Thomas Telford, Chapeltown Street, Manchester, M1 2NF  
72 Chapeltown Street, Manchester, M1 2WH  
Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ  
James Brindley Basin, Great Ancoats Street, Manchester, M1 2NL  
Outram House Piccadilly Village, Great Ancoats Street, Manchester, M4 7AB  
Piccadilly Village, Great Ancoats Street, Manchester, M4 7AB  
55 Lomax Street, Manchester, M1 2LP  
Victoria Industrial Estate, 37 Pollard Street, Manchester, M4 7AX  
Arches, Sheffield Street, Manchester, M1 2NA  
Arches, Store Street, Manchester, M1 2WB  
Chancel Place, Store Street, Manchester, M1 2WB  
Canal Cottages, Vesta Street, Manchester, M4 6DS  
James Brindley Basin, Millbank Street, Manchester, M1 2NL  
William Jessop Court, Millbank Street, Manchester, M1 2NE  
Crusader Works, 66-72 Chapeltown Street, Manchester, M1 2WH  
Junction Works, 40 Ducie Street, Manchester, M1 2DF  
Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
61 Ducie Street, Manchester, M1 2JQ  
John Smeaton Court, John Smeaton Court, Manchester, M1 2NR  
Greenway House, Portugal Street East, Manchester, M1 2WW  
Gateway Industrial Estate, Store Street, Manchester, M1 2NJ  
Flat 10- 15, Junction Works, 40 Ducie Street, Manchester, M1 2DF  
Flat 7,- 9 Junction Works, 40 Ducie Street, Manchester, M1 2DF  
Flat 2 - 12, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
Flat 16 - 29, Junction Works, 40 Ducie Street, Manchester, M1 2DF  
Flat 13 - 28, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
Flat 1, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
Flat 1 - 6, Junction Works, 40 Ducie Street, Manchester, M1 2DF  
6A John Smeaton Court, John Smeaton Court, Manchester, M1 2NR  
Piccadilly Basin, 100 Great Ancoats Street, Manchester, M4 6DE  
30 Tariff Street, Manchester, M4 2FJ  
1 - 8 Wharf Close, Manchester, Manchester, M1 2WE  
10 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 - 9, 1 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 - 4, 2 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 6 , 3 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1- 9, 4 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 - 6, 5 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 - 6, 6 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1 - 6, 8 Wharf Close, Manchester, Manchester, M1 2WE  
Flat 1, - 3 10 Wharf Close, Manchester, Manchester, M1 2WE  
20 Vesta Street, Manchester, M4 6EQ  
Site Office, 2 Old Mill Street, Manchester, M4 6EE  
Jutland House, Jutland Street, Manchester, M1 2BE

**List No.**

Flat 1 - 57, Jutland House, Jutland Street, Manchester, M1 2BE  
Junction House, 16 Jutland Street, Manchester, M1 2DS  
Flat 1 - 20, Junction House, 16 Jutland Street, Manchester, M1 2DS  
Unit 1, Chancel Place, Store Street, Manchester, M1 2WB  
Unit 1a, 1b, 1c, 2a, 2b Gateway Industrial Estate, Store Street, Manchester, M1  
Unit 6, Chancel Place, Store Street, Manchester, M1 2WB  
Top Flat, 57 Chapeltown Street, Manchester, M1 2NN  
Top Flat, 21 Portugal Street East, Manchester, M1 2WW  
57 Chapeltown Street, Manchester, M1 2NN  
21 Portugal Street East, Manchester, M1 2WW  
35 Chapeltown Street, Manchester, M1 2NN  
Van Kollen, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Skillset, Unit 229, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
360 Ltd, Unit 103, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
17, - 20 Junction House, 16 Jutland Street, Manchester, M1 2DS  
American Leasure Uk, Unit 233, Ducie House, 37 Ducie Street, Manchester, M1  
3 G Mobiles, Unit 306, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Apartment 1 & 2, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
Apartment 16, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
Key People, Unit 116, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 121, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 123, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 127, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Mensah Associates, Unit 212, Ducie House, 37 Ducie Street, Manchester, M1  
T L C Equipment Europe, Unit 215, Ducie House, 37 Ducie Street, Manchester, M1  
Concept 3 Ltd, Unit 217, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Computing Help Ltd, Duplex 3, Ducie House, 37 Ducie Street, Manchester, M1  
Flat 3, 10 Wharf Close, Manchester, M1 2WE  
Flat 7 - 9, 4 Wharf Close, Manchester, M1 2WE  
Flat 1 - 6, 6 Wharf Close, Manchester, M1 2WE  
Flat 1 - 6, 8 Wharf Close, Manchester, M1 2WE  
Flat 1, 10 Wharf Close, Manchester, M1 2WE  
Flat 2, 10 Wharf Close, Manchester, M1 2WE  
The Jolly Angler, 47 Ducie Street, Manchester, M1 2JW  
Pelicanneck Records, Unit 101, Ducie House, 37 Ducie Street, Manchester, M1  
Veldon Trimmings & Textiles Ltd, 38 Laystall Street, Manchester, M1 2JZ  
Goldstar Fashions, 10 Pigeon Street, Manchester, M1 2JX  
Pickups (electrical) Ltd, 51-53, Ducie Street, Manchester, M1 2JQ  
Imagine C G A Ltd, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Paradise Wharf Partnership, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Ian Finlay Associates Ltd, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Wignall & Brownlow, Unit 110, Ducie House, 37 Ducie Street, Manchester, M1  
Unit 303, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Manchester Jazz Festival, Unit 226, Ducie House, 37 Ducie Street, Manchester  
Recruitment Software Solutions Ltd, Unit 304, Ducie House, 37 Ducie Street,  
Manchester, M1 2JW  
Linda`s Pantry, 23 Ducie Street, Manchester, M1 2JL  
Baked Goods Distribution, Unit 201, Ducie House, 37 Ducie Street, Manchester,  
Blood & Fire, Ducie House, 37 Ducie Street, Manchester, M1 2JW

## List No.

Tonic Creative Communications, Unit 119, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Flat 1 - 2, 45 Store Street, Manchester, M1 2WA  
41 Store Street, Manchester, M1 2WA  
43 Store Street, Manchester, M1 2WA  
Flat 1 & 2, 47 Store Street, Manchester, M1 2WA  
49 Store Street, Manchester, M1 2WA  
Flat 1 - 9, 1 Wharf Close, Manchester, M1 2WE  
Flat 1 - 6, 3 Wharf Close, Manchester, M1 2WE  
Flat 1 - 6, 5 Wharf Close, Manchester, M1 2WE  
Flat 1 - 4, 2 Wharf Close, Manchester, M1 2WE  
Flat 1 - 6, 4 Wharf Close, Manchester, M1 2WE  
Apartment 1 - 29, Junction Works, 40 Ducie Street, Manchester, M1 2DF  
Apartment 3 - 28, Whittles Croft, 42 Ducie Street, Manchester, M1 2DE  
2 Peak Street, Manchester, M1 2AB  
6 Peak Street, Manchester, M1 2AB  
Youth Contact Team, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
1 - 16, Junction House, 16 Jutland Street, Manchester, M1 2DS  
Manchester United Supporters Trust, Unit 129, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Flat 1 - 57 Jutland House, 15 Jutland Street, Manchester, M1 2BE  
Flat 57, Jutland House, 15 Jutland Street, Manchester, M1 2BE  
Think Tank, Unit 131, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
M Five Ltd, Paradise Wharf, Ducie Street, Manchester, M1 2JN  
Flat 1 - 28, 37 Chapeltown Street, Manchester, M1 2AT  
Flat 29 - 56, 39 Chapeltown Street, Manchester, M1 2AU  
17 Jutland Street, Manchester, M1 2BF  
Countryside, Unit 125, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Cable & Wireless Global, Unit 2b, Gateway Industrial Estate Store Street, Manchester, M1 2NJ  
B T G Recruitment, Unit 306, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Unit 308, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Creative Vein Ltd, Unit 235, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
4 Peak Street, Manchester, M1 2AB  
8 Peak Street, Manchester, M1 2AB  
35 Ducie Street, Manchester, M1 2JL  
Segusino Ltd, Unit 225, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Tayburn Ltd, Unit 113, Ducie House, Ducie Street, Manchester, M1 2JW  
Yoot, Unit 227, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Moorfield Media, Unit 103, Ducie House, 37 Ducie Street, Manchester, M1 2JW  
Continental Textiles (Manchester) Ltd, Contel House, Congou Street, Manchester  
Gormon Shorrock & Davies Ltd, 52 Heyrod Street, Manchester, M1 2WW  
Rammon Group, 1 Portugal Street East, Manchester, M1 2WX  
K M Print & Design Ltd, 52 Heyrod Street, Manchester, M1 2WW  
Rogue Artists Studio, 66-72, Chapeltown Street, Manchester, M1 2WH  
House Of Fashion, 66-72, Chapeltown Street, Manchester, M1 2WH  
Hassan Electrical Engineering Co, 66-72, Chapeltown Street, Manchester, M1  
Cathay Foods Co, 62 Chapeltown Street, Manchester, M1 2WQ  
Manbat Ltd, Unit 1-5, Chancel Place Store Street, Manchester, M1 2WB  
J K Dale, 77-79, Ducie Street, Manchester, M1 2JQ

**List No.**

I T Designs, 81 Ducie Street, Manchester, M1 2JQ  
A & M Labels, 65-67, Ducie Street, Manchester, M1 2JQ  
A S P Lock & Security, Unit 6, Chancel Place Store Street, Manchester, M1 2WB  
Shower Drape Ltd, 3 Longacre Street, Manchester, M1 2WN  
Highwear, 66-72, Chapeltown Street, Manchester, M1 2WH  
A M S, 66-72, Chapeltown Street, Manchester, M1 2WH  
Seasons Fashion, 66-72, Chapeltown Street, Manchester, M1 2WH  
Exclusive Knitwear, 66-72, Chapeltown Street, Manchester, M1 2WH  
Imperial Knitwear, 66-72, Chapeltown Street, Manchester, M1 2WH  
Koda Knitwear, 66-72, Chapeltown Street, Manchester, M1 2WH  
Shalimar Ltd, 66-72, Chapeltown Street, Manchester, M1 2WH  
Abbey Knitwear (manchester) Ltd, 66-72, Chapeltown Street, Manchester, M1  
Khalil Bros, 66-72, Chapeltown Street, Manchester, M1 2WH  
Farrah Knitwear (manchester) Ltd, 66-72, Chapeltown Street, Manchester, M1  
Shah & Sons, 66-72, Chapeltown Street, Manchester, M1 2WH  
Two Trends, 66-72, Chapeltown Street, Manchester, M1 2WH  
Samsan Hosiery, 66-72, Chapeltown Street, Manchester, M1 2WH  
A R Stockton & Co Ltd, 140 Great Ancoats Street, Manchester, M4 6DU  
Argos Ltd, Central Retail Park Great Ancoats Street, Manchester, M4 6DJ  
D J R Quilters, Victoria House, Great Ancoats Street, Manchester, M4 7EA  
Sox Co Ltd, 66-72, Chapeltown Street, Manchester, M1 2WH  
J J B Sports Plc, Central Retail Park Great Ancoats Street, Manchester, M4 6DJ  
White House, 122 Great Ancoats Street, Manchester, M4 6DE  
Ash Of Ancoats, 166-174, Great Ancoats Street, Manchester, M4 7AB  
Lodge Service Ltd, 7-11 Outram House, Great Ancoats Street, Manchester, M4  
1 – 6 Outram House, Great Ancoats Street, Manchester, M4 7AA  
6 Outram House, Great Ancoats Street, Manchester, M4 7AA  
12 Outram House, Great Ancoats Street, Manchester, M4 7AA  
P C Micro, 132-134, Great Ancoats Street, Manchester, M4 6DE  
Euro Textiles Ltd, 66-72, Chapeltown Street, Manchester, M1 2WH  
Anagram, 7-11 Outram House, Great Ancoats Street, Manchester, M4 7AA  
Smithfield Consulting Ltd, 3 Longacre Street, Manchester, M1 2WN  
Garsdale Knitwear Ltd, 64 Chapeltown Street, Manchester, M1 2WQ  
Inn2gether Ltd, 8 Outram House, Great Ancoats Street, Manchester, M4 7AA  
10 Outram House, Great Ancoats Street, Manchester, M4 7AA

**Third Party Representations**

To be reported

**Wards affected**

**Ancoats And Clayton Ward**

**Implications for:**

<b>Anti-poverty</b>	<b>Equal Opportunities</b>	<b>Environment</b>	<b>Employment</b>
No	Yes	Yes	yes

## List No.

### 1. INTRODUCTION

- 1.1 The application relates to a 0.45 ha site situated at the junction of Store Street and Great Ancoats Street. The site is bounded by Store Street to the north-west, Great Ancoats Street to the north-east with Millbank Street wrapping round the site to the south. It is currently occupied by a number of commercial/industrial units including a two-storey DIY centre, private surface car park and six single storey industrial units. The area surrounding the site contains a diverse mix of land uses and is characterised by C19th and C20th development including commercial, industrial, retail, and residential developments. The area also contains a number of development sites mainly connected with residential accommodation. Within the broader area new developments include the Sportcity expansion, New Islington, Islington Wharf and Piccadilly Basin.
- 1.2 To the south of the site, on the corner of Great Ancoats Street and Millbank Street are self contained offices, adjoining which is the Piccadilly Village residential development which borders the canal. Piccadilly Village was one of the first residential developments in the Eastern Gateway area of the City Centre and dates back to 1992. To the north-west of the site, on the opposite side of Store Street, is a large industrial unit (Presbar Diecastings) and a furniture outlet (Stocktons). To the east of the site, on the opposite side of Great Ancoats Street, is an area of land for which consent has been granted for the construction of a mixed use development (Islington Wharf), and which includes the 21 storey Isis scheme for which construction has commenced. This scheme involves development of 199 residential units as well as commercial floor space including restaurants and cafes and offices. Central Retail Park is located to the north east of the site, again on the opposite side of Great Ancoats Street.
- 1.3 The Store Street and Millbank Street frontages of the site reflect the fall in levels created to allow Store Street to pass under the Victorian Aqueduct for the Manchester and Ashton-Under-Lyne Canal. From Great Ancoats Street, the land falls some 5.5m to the aqueduct. The viaduct is Grade II\* listed viaduct bridges Store Street approximately 75m south west of the site. The site is not located within a conservation area, however the Ancoats Conservation Area is located approximately 0.3km to the north west of the site.
- 1.4 Store Street provides an important link between the City Centre and the significant regeneration work currently taking place in and around 'New East Manchester'.

### 2. THE APPLICATION

- 2.1 The proposal involves the demolition of the existing commercial buildings and the erection of two buildings separated by an open plaza with basement parking below.
- 2.2 At the northern Great Ancoats Street end of the site immediately opposite the existing office units, a 35 storey tower is proposed. This would accommodate 325 residential units (use class C3) with shop uses on the ground floor (use class A1 - 870m<sup>2</sup>) and offices at first floor level (use class B1 - 762m<sup>2</sup>). The foot print of the proposed tower would be almost cylindrical in shape with a curved façade consisting of a fully glazed curtain walling system which would provide a smooth

## List No.

façade to the building. The commercial ground and first floor would be recessed with full height glazing. At the upper levels, behind the smooth façade, the residential accommodation would include internal balconies and full height picture windows. Behind the engineered glazed skin the insulated internal walls to the balconies would be formed from rolled metal frames clad on the outside with timber and plasterboard internally. The combination of glass, timber and opaque/coloured glass panels would provide an animated façade that is designed to be readable at a variety of scales,. The internal plasterboard would help in improving the sustainable characteristic of the buildings as well as emphasizing the verticality of the building. The proposed mix of accommodation would be 96 x 1 bedroom units, 224 x 2 bed units and 5 x 3 bed units. The entrances to the residential building would both at plinth level and at street level.

- 2.3 The second building would be located at the southern end of the site at the junction of Millbank Street and Store Street and would be six storeys in height. Again, the building would accommodate commercial uses on the lower floors (120m<sup>2</sup> A1 retail use and 263m<sup>2</sup> B1 office use), which would be recessed behind a colonnade. The upper floors would be cantilevered over the colonnade and would reflect the angular geometry of the site. The external appearance of the building would be the same as that proposed for the tower building. The 58 residential units include 16 x 1 bed units, 36 x 2 bed units and 6 x 3 bed units.
- 2.5 Both buildings are designed around central single stair and lift cores, which connect to basement levels and entrances at street and plinth level. The kitchens and bathrooms would be located adjacent to the central cores with the bedrooms and living accommodation placed at the perimeter to allow daylight and views out.. All ground floor retail units and reception/concierge spaces have clear, full height glazing to allow visual permeability across the site.
- 2.6 Between the two buildings, toward the centre of the site a public accessible open space is proposed. This open space represents 70% of the total site area. The public realm design for the proposal seeks to establish a network of attractive, accessible and sustainable public places, which support the activities of the proposed buildings, and existing routes with the immediate context. A wide curved staircase is proposed from street level on Store Street, which would provide access to the central open space. An 'amphitheatre' is proposed as a focal point of the landscaped area and would provide an enclosed space for seating. Silver grey granite paving is proposed to unite the central plaza with the rest of the open plinth level. Dark grey granite 'planks' would cut cross the plinth linking the open space from one end of the site to the other. Large planters containing hornbeam trees are proposed to enclose the space. The ground floor of each of the buildings would comprise commercial uses which would maximise the active frontage to existing streets and the proposed public space and provide an opportunity for related seated areas to spill out into the central public space.
- 2.7 Vehicular access to the lower ground floor would be accessed from Millbank Street and the basement from Store Street. Refuse and recycling provision would be located within the lower ground floor and it is expected that there would be two collections per week. Car parking and cycle storage is provided within the two below ground levels. A total 97 car parking spaces are proposed. As part of the

## List No.

application a Transport Assessment has been carried out which concludes that the site is highly accessible by public transport. In addition, the developer would look at joining a car club initiative and it is expected that such a system would be introduced as part of the development either as part of a city wide scheme or as a private enterprise.

- 2.8 In addition, 170 secure cycle spaces are also proposed for the lower ground and basement areas.
- 2.9 The development is expected to achieve a BREEAM rating of at 'very good'. Additionally, 10% of the residential units would fully comply in terms of size and layout with City Council's access requirements for the mobility impaired.
- 2.10 The application has been amended from the original scheme in order to improve the proposed building forms, the relationship of the scheme to the adjacent streets and the design of the public realm. The main changes include amendments to the external appearance of the buildings, including removal of external projecting pods. The height of the tower has increased by 5 storeys which has increased number of residential units by 53 and the internal layout of the apartments has been modified. Changes have also been made to how the buildings address the Store Street frontage in to increase the active frontages. This has resulted in an increase in the amount of commercial floorspace (retail space now proposed 870m<sup>2</sup> and office B1 space measures 762 m<sup>2</sup>). Due to the increase in active frontages, one level of basement parking has been omitted, resulting in a loss of 63 spaces. Further details have been provided for the proposals for the landscaped open area between the two buildings.
- 2.11 As well as drawings, the following documents have been submitted in support of the planning application and where necessary, they have been amended to take account of the changes to the proposals:
- Supporting Planning Statement;
  - Design and Access Statement;
  - Drainage Strategy;
  - Transport Assessment;
  - Geotechnical and Environmental Site Investigation;
  - Ventilation Strategy;
  - Topographical Survey.
  - Environmental Statement and associated technical appendices and the Non-Technical Summary. This document covers the following areas:
    - Approach
    - Alternatives
    - The Proposed Development
    - Planning Policy Context
    - Sustainability;
    - Townscape & Visual;
    - Microclimate;
    - Telecommunications;
    - Archaeology & Built Heritage;

## List No.

- Ground Conditions & Water Resources;
- Transport & Access;
- Air Quality; and
- Noise & Vibration.

### 3. PUBLICITY / CONSULTATIONS

#### 3.1 PUBLICITY

3.1.2 The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;;
- affecting a right of way
- a development for which an environmental impact assessment has been carried out;
- a development in the public interest.

3.1.3 52 letters of objection were received in relation to the **original scheme**. The comments are summarised below and included:-

3.1.4 Such a large tower out of place; out of proportion to existing dwellings; would overshadow many parts of Piccadilly Village causing loss of amenity; at odds with existing scale; would be at odds with other tall buildings; overshadowing of Piccadilly Village; loss of sunlight; too high density; more like a campus hall of residence; loss of vistas toward Inacity tower from Store Street; would darken homes and gardens; ignores existing style and scale; would be more appropriate to have similar scaled buildings along the lines of Piccadilly Village; proposed six storey building would be more like seven storeys; suffer significant daylight loss and late afternoon sunshine with significant light pollution at night; natural slope of land not reflected; tower would create a jarring skyline; ill conceived over development; no interest or consideration of existing architecture; create turbulence; no real architectural merit; over development of the site; detrimental to amenities of local occupiers; would ruin canal side location; inappropriate scale; materials; massing; proportions; dwarfs neighbouring developments; does not fit in 'village' development; should be rejected on grounds of excessive density and all it implies for liveability; access; traffic generation; and public safety; scheme would directly harm the amenity of Piccadilly Village through overlooking; loss of daylight and overwhelming visual dominance; the submitted *Design and Access Statement* ignores these impacts on the residents and occupants most directly affected; members of the Committee have any doubts about it please will they come and visit the site to see for themselves; object to the claim in the *Design and Access Statement* that the design evolved through consultation with local residents and was modified in response to their concerns. Residents were shown a fake model; there was no meaningful consultation; and the layout of two blocks (instead of a linear slab) in no way incorporates their feedback and preferences.

3.1.5 Proposals would attract residents who treat the area as temporary accommodation; who will behave anti-socially and have no stake in the area; should include larger units which would attract people who wanted to settle in area; object to ground floor commercial uses; proposed development not environmentally friendly; many

## List No.

empty properties in Manchester – do not need another tower block; damage day to day life of Piccadilly Village; would prefer a scheme similar to Home2; object to more commercial space that would remain vacant; proposed units should offer larger sizes to encourage different types of occupiers

- 3.1.6 Application involves alteration to the vehicular and pedestrian access along Millbank Street; half of which is owned by Piccadilly Village. No decision can be made on the site without prior agreement on shared access of Millbank Street. Concerns about impact of increased traffic on Great Ancoats Street; lack of parking spaces in the area; access from Millbank Street is too narrow; detrimental to pedestrian priority; concern over impact of additional traffic on Store Street Milbank Street; car parking already a nightmare; inadequate provision for refuse collection vehicles; access to proposed development would cause problems of congestion for existing occupiers of Piccadilly village which use Millbank Street; proposals are not in accordance with the City Councils Guide to Development both the original version and the draft consultation version; The Guide also states that buildings on minor streets; i.e. Millbank Street are likely to be no more than 2 or 3 storeys high; the minimum indicated for the development is 6 storeys which will block the current outlook for the majority of residents in William Jessop Court. development design has certainly not been designed for place but more for purpose and to a narrowly defined user requirement – i.e. maximizing return for the development investor there would not appear to have been any consideration given to the relationship with existing and historic buildings e.g. Paradise Wharf and the canal and viaduct I object to the planned development because it will not develop the local area properly; do nothing to add to the existing community and will only provide high density; low quality accommodation in an area where there is already likely to be an overabundance of development leading to lower values and high levels of unoccupancy and all the associated problems.
- 3.1.7 Concerns over pre-application discussions carried out by the developer; detrimental impact on TV and radio reception; carbon pollution increasing form traffic on great Ancoats Street; require a pedestrian crossing over Great Ancoats Street; detrimental to Store Street Aqueduct which is of architectural importance; mistakes of 60s and 70s should not be repeated; concerns about lack of pre-application consultation and requests application is not validated; concerns about noise and vibration during construction work; impact of the proposals on wildlife including greenery; swans; ducks and geese; the tower would create mini vortexes.
- 3.1.8 **Piccadilly Village Residents Association** – The development would be wholly out of proportion with the existing environment and context, which is primarily characterised by the extensive Piccadilly Village estate, with its three and four storey residential buildings and landscaped grounds, completed as recently as 1991. The proposals suggest gross over-development of such a small island site which means that the many impacts of the development could not be contained within the site itself. Such a scheme would dominate, overshadow, overlook and damage the amenity of the homes and gardens in Piccadilly Village. It would be totally and incongruously out of proportion and out of sympathy with the immediately adjacent area and very nearby homes. The so-called six storey block is in effect a seven storey block which fails to reflect the natural slope of the land and which would present an oppressive continuous cliff looming over William

## List No.

Jessop Court. It would also rob parts of Piccadilly Village of summer morning and evening sunshine. Both the "6" storey and the 30 storey blocks would cause a major loss of privacy to the nearby homes and gardens in Piccadilly Village, and are likely to cause serious nuisances of noise, light pollution, traffic and vehicle parking congestion, extreme local windiness, and TV and radio reception problems. There would be a real loss of light from many Piccadilly Village properties, possibly involving rights of light. Millbank Street is narrow. There would be access problems for people entering and leaving Piccadilly Village. Millbank Street is the only vehicular route to properties in James Brindley Basin and William Jessop Court. The congestion caused by vehicles manoeuvring to service and deliver to the proposed ground floor businesses in the new development would at best cause major delay and at worst prevent emergency vehicles reaching Piccadilly Village quickly. Millbank Street is half owned by Piccadilly Village. We have received no approach from the applicant concerning shared use of this road, whether during development or after completion. Great Ancoats Street is already congested at many times of the day. Such a large scheme as this on one of its busy junctions would only exacerbate this problem, and all the delays, fumes, noise and resulting health hazards. The environmental damage due to the potential noise, smell and fumes caused by service vehicles for the new ground floor businesses could adversely affect the health and well being of Piccadilly Village residents and rob them of the quiet enjoyment of their homes as experienced over the past 16 years. There appears to be no provision for families and children in the proposals.

- 3.1.9 **Councillor Jim Battle, Councillor Carmody & Councillor Loughman (Ancoats & Clayton Ward Councillors)** Whilst it is recognised that the Piccadilly Basin and the Great Ancoats Street site is a site for development and there are a number of developments including tall buildings within the vicinity, to develop a 30 storey tower at this location which overlooks Piccadilly Village is intrusive and detrimental to the Piccadilly Village. Whilst it is believed that discussions have taken place with residents in the area, it is disappointing that there has not been a satisfactory conclusion which brings forward a solution that allows Store Street site to be developed in a way which is compatible and conducive with Piccadilly Village.
- 3.1.10 A further 32 letters of objection have been received in relation to the **amended scheme**, some of which are from people who objected to the original proposals. The comments include-
- 3.1.11 Still too tall; proposed development is bigger than anything in the surrounding area; would look incongruous; out of character and out of scale; six storey building is twice the size of James Brindley Basin; over development and over bearing; proposal has increased in size and density; too many people for such a small area; no real architectural merit; building too tall for this site; unreasonable scale; impact of wind turbulence; detrimental to trail blazing Piccadilly Village; concerns regarding accuracy of plans; would dominate and ruin Piccadilly Village; public open space would not seem public or open; scheme does not take account of natural slope; would destroy peaceful green space of Piccadilly Village; the style of Piccadilly Village should extended to encourage families; too many flats in Manchester; Piccadilly Village is very quiet; don't hear the traffic at the moment which creates a pleasant living environment; such a tall building would be

## List No.

detrimental to quality of life; site too small; proposed tower ugly and out of place; this tall building would detract from others creating an unbalanced skyline; would make area unattractive for people who choose to live here rather than suburbs; not appropriate site for tall building should be located near the stadium; 30 stories too big

- 3.1.12 Store Street already too busy; cannot be widened due to aqueduct; Vehicular access to our homes is via Millbank Street. The use of Millbank Street for access to this development will cause congestion in terms of traffic and the activities of suppliers would be noisy and mostly occur in the early morning; concern regarding sight lines and accidents; ring road already over capacity; proposed development would generate high levels of extra traffic; increase in noise from traffic.
- 3.1.13 Issues concerning ownership of Millbank Street and access over it; developers have not responded to communications with regard to access; and until the legal position is resolved; no work can take place. PVML owns its own freehold; almost uniquely in the City; and we intend to make full use of all forms of legal redress; should anyone encroach; Millbank Street to narrow;
- 3.1.14 Lack of parking; residents would park on local roads; Millbank street and Store Street already over parked; guests would add further pressure; offices and retail users would also require parking spaces; major parking does not accord with guide to development; problems foreseen; developments should have near 100% parking; people will not use public transport;
- 3.1.15 Loss of light to neighbouring properties; six storey building would block daylight and sunshine to the flat; suffer loss of light; six-storey building (which will in fact be closer to eight storeys) would reduce light by 40%; development is also still planned to go against the natural slope of the site and will confront us with an ugly roofline; noise; smell and light pollution from vehicles servicing the commercial spaces; concerns about light pollution Overlooking; bath room would be overlooked; proposed public open space is higher and would allow views into our flat; loss of views and vistas;
- 3.1.16 Inconsistent with pedestrian priority; impact on services such as water; electricity; gas; sewage; telephone and cabling); inadequate refuse provision; construction will also disturb the nesting sites on the canal; mini vortexes around it which will make it unpleasant to live next to; construction of it will be noisy and will disturb the wildlife; impact on tv reception; open space would be used by drug dealer and prostitutes; lack of pre-application consultation from developers; diminish property value; not in accordance with UDP policies; concern regarding construction work.; sustainable credentials of proposals should not be watered down.
- 3.1.17 **Piccadilly Village Residents Association** – Object to the amended scheme, as summarised below:-
- 1 The applicant has not established a right of access over the Piccadilly Village-owned side of Millbank Street
  - 2 The height and mass of the proposed development at 36 storeys is grossly out of scale and proportion with the neighbouring established three and four storey residential estate

## List No.

- 3 The design of the plinth is objectionable on several grounds.
  - a) It fails completely to reflect the marked fall in level from the Great Ancoats end of the site to the junction between Millbank Street and Store Street.
  - b) The plinth is itself high above the neighbouring streets, but is also edged by a wall which further obstructs open views into it from the neighbouring streets and properties.
  - c) The elevation of the public open space on the plinth above the two streets is a potential hazard in that muggers, for example, could prey unobserved on pedestrians on the streets below.
  - d) The limited and high level space on the plinth is designed primarily with hard landscaping and surfaces, with minimal greenery and planting, mainly at the perimeter.
  - e) The high level of the open space would have a very marked effect in deterring public access and impeding permeability. This would be especially pronounced for older citizens and for people with mobility handicaps.
  - f) The open space would be higher than the general level of the William Jessop courtyard in the neighbouring Piccadilly Village estate. It would therefore cause loss of privacy for Piccadilly Village residents, due to overlooking,
  - g) The developer claims in his design and access statement of June 2007 that in response to representations from Piccadilly Village residents, he has increased the amount of space and the distance between the two buildings.
- 4 The design, especially of the lower block, at seven storeys, would cause significant loss of daylight to many properties in William Jessop Court and James Brindley Basin
- 5 The design, especially of the lower block, would deprive adjacent properties and garden areas in Piccadilly Village of late afternoon and evening sunshine from March to September each year,
- 6 Within the shadow of the buildings, the developer admits in his Environmental Impact Assessment that there would be a moderate adverse long term effect on radio, TV, microwave and satellite signal reception
- 7 Air turbulence will be generated by the buildings,
- 8 The discharge air vents from both levels of the car park are positioned at the closest point to adjacent Piccadilly Village homes and a popular garden seating area.

3.1.18 **Councillor Jim Battle (Ancoats & Clayton Ward Councillor)** – supports the objections raised by Piccadilly village Resident's Association to the amended scheme including rights of access over Millbank Street, height, size and mass of tower and issues relating to the lower building in particular its relationship with Piccadilly Village

4 **CONSULTATIONS** (in response to the amended scheme)

4.1 **Director of Operational Services** – no objections received.

4.2 **Head of Environmental Health** – no objections received

## List No.

- 4.3 **Head of Engineering Services** – has not raised objections
- 4.4 **Director of Housing** – no comments received
- 4.5 **CABE** – welcome the substantial revisions to the scheme which have improved it significantly and are happy to lend broad support. Pleased to note the revisions to the public realm strategy and that active frontages are now proposed to Store Street. The architecture of the tower is much improved but its ultimate success will depend on the quality of the materials and detailing. Conditions should be attached to ensure their high quality.
- 4.6 **English Heritage** – Have no objections and have recommended that the application is determined in accordance with national and local policy guidance, and on the basis of our specialist conservation advice.
- 4.7 **Environment Agency** – no objections comments received.
- 4.8 **Greater Manchester Police** – other than one element (a recessed door within the ground floor) are supportive of the scheme which was subject to extensive pre-application discussion
- 4.9 **GMPTE** – no objections, the site is located in a highly accessible location and recommends that a condition be attached requiring a Travel Plan be produced by the developer.
- 4.10 **New East Manchester** – no objections received
- 4.11 **British Waterways** – has no objections to the proposed development
- 4.12 **Greater Manchester Ecology Unit** – no objections received
5. **ISSUES**
- 5.1 **National Policy**
- 5.1.1 **Planning Policy Statement 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.
- 5.1.2 **Planning Policy Guidance Note 3 (PPG 3): Housing**  
This guidance strongly encourages the re-use of previously developed vacant or under-utilised land or buildings and lends support to new housing within urban areas at high densities that are in close proximity to existing services and facilities and public transport provision. The proposal accords with this guidance as the

## List No.

proposed development would be built on brownfield land with good public transport links.

### 5.1.3 Regional Spatial Strategy (RPG13)

There are relevant policies in the Regional Spatial Strategy (RPG13) related to this proposal. These are as follows:

- 5.1.3.1 DP1 - This policy advises that new development and other investment in infrastructure and services should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people in to meet their needs locally.
- 5.1.3.2 DP3 - This policy states that new development must demonstrate good design quality and respect for its setting.
- 5.1.3.3 SD1 - This is a general policy which advises that new development and redevelopment of good quality should be encouraged which will provide a significant proportion of the new and better housing and other development required to cope with anticipated household growth in the Region. It must be coupled with economic growth through urban regeneration, re-use of previously developed land, and creative improvements to the public realm in order to create a more dynamic, attractive and competitive Metropolitan Area. The application site falls within the North West Metropolitan Area (NWMA) as identified in this policy. Moreover, the site is within the first priority part of the NWMA that includes the City Centre and surrounding inner areas falling within the administrative areas of Manchester and Salford Councils. This proposal therefore supports a key regeneration area within the region. It is considered that this scheme generally complies with this policy.
- 5.1.3.4 UR1 - This policy advises that local authorities and other regional agencies should work together to provide an accessible, desirable, living and working conditions that ensure a good quality of life for all. Urban renaissance should be promoted, amongst other criteria, by reviving communities, reviving local economies including industrial restructuring, and tackling low demand for housing and poor physical conditions. The re-use of derelict land and buildings, the balanced distribution of good quality dwellings, access to open space, will improve the appeal of urban areas, contribute to their regeneration and safeguard their future. It is considered that this proposal complies with this policy and will provide good quality housing and improve physical surroundings in the area.
- 5.1.3.5 UR4 - This policy advises that the redevelopment and re-use of vacant sites and buildings within urban areas should be a priority. Additional development should be encouraged to make best use of such sites in sustainable locations. In Manchester the target within the policy is that 90% of new housing will be on previously developed land. This application includes the erection of 11 new houses on previously developed land and therefore it is considered that the proposal generally complies with this policy.

## **List No.**

5.1.3.6 Draft Regional Spatial Strategy (January 2006) - Policy DP1 continues the approach set out in policies DP1 and DP3 of the adopted Regional Spatial Strategy. The proposal is in accordance with the principles set out in policy DP1. Furthermore, the proposed development is consistent with policy RDF1 which sets out the main development locations across the region including the Manchester City Region. MCR1 and MCR2 are the key sub-regional policies that relate to the site. The proposals are generally in accordance with the policy framework set out in these policies.

### **5.2.10 Unitary Development Plan (UDP)**

5.2.1 The application is considered to be consistent with UDP Policies and in particular with policies H1.2 (Housing – Housing Provision), H2.2 (Housing - Residential Development), H2.7 (Housing - Design of Housing), I3.1 (Employment & Economic Development - Design of Commercial Development) E1.1 (Environmental Improvement & Protection - Air Pollution), E1.4 (Environmental Improvement & Protection - Noise Control), E1.5 (Environmental Improvement & Protection - Energy Conservation), E3.5 (Environmental Improvement & Protection - Safe Environments), R1.1 (Regeneration) T3.7 (Transport – Cycle Parking), RC3 (Mixed Uses), RC4 (Environment), RC7 (Gateway Sites), RC11 (Housing), RC17 (Car Parking), RC18 (Pedestrians), DC7.1 (New Housing Development) & DC9.1 (New Commercial & Industrial Development - Access for Disabled People)

### **5.3 Environmental Impact Assessment**

5.3.1 The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

- Townscape & Visual;
- Microclimate;
- Telecommunications;
- Archaeology & Built Heritage;
- Ground Conditions & Water Resources;
- Transport & Access;
- Air Quality; and
- Noise & Vibration.

5.3.2 It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

### **5.4 The Scheme's contribution to regeneration**

5.4.1 Regeneration is an important planning consideration and is recognised as such by the UDP. Over the past ten years the City Council has had a considerable amount

## List No.

of success in terms of regenerating the City Centre. The work in the City Centre Renewal Area, Piccadilly, Spinningfields, the G-Mex area, Northern Quarter and Castlefield are all good examples of this. However, much remains to be done if the City Centre is to remain competitive and it will be important to ensure that investment in Manchester continues. There is still work to do in Eastern Gateway, especially in terms of how this area is integrated into the remainder of the City Centre. Despite recent developments in New Islington and behind Piccadilly Train Station In many ways, the area is still perceived as being remote from the rest of the City Centre. The scale, quality and quantum of development proposed would help to address this issue of connectivity. The proposal would help to increase the residential population and bring additional vitality to the area. The proposal is a mixed use scheme bringing activity throughout the day and into the evening and, with no more than 33 per cent of apartments being one bedroom encouraging a wider mix of occupiers and a more stable population.

5.4.2 The scheme can therefore be seen to make a significant contribution to the regeneration of this part of the City Centre in terms of its function, expansion, environment, linkages, permeability, activity and integration.

## 5.5 **CABE/ English Heritage Guidance on Tall Buildings**

5.5.1 One of the main issues to consider in assessing this proposal is whether this is an appropriate site for buildings of the size proposed. In order to assess this, the proposals have been thoroughly assessed against UDP Policies, and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE:

### 5.5.2 **“Relationship to context” and “The effect on the whole existing environment”**

5.5.2.1 Under these criteria the effect of the proposal on key views, listed buildings, conservation areas, and open spaces has been considered. In relation to this a visual assessment has been undertaken, which considered 14 views and all of which were selected for further analysis using photomontage images of the proposals. The historic aspects are dealt with below under ‘Impact On Conservation Areas and Listed Buildings’ (para 5.6). Views from local roads are limited to glimpsed and partial views with the exception of Store Street and Millburn Street where the development would be viewed in its entirety. The most significant partial views include Great Ancoats Street corridor and Old Mill Street where the main focus of the view would be on the proposed tall building

5.5.2.2 More extensive views of the proposed development would be obtained from pedestrian vantage points. The most open view would be from the Store Street Aqueduct and parts of the associated Ashton Canal towpath where areas of buildings and bankside vegetation of deciduous trees limit the view according to season. These views are considered to be of high sensitivity, particularly given that the towpath forms part of the Medlock Valley Way long distance footpath and the Cheshire Ring navigation route and canal walk. There are no barge moorings with views of the proposed development. The towpath also provides a cycle link to the wider Manchester cycleway network. Glimpses of the taller building would be

## List No.

possible from the Rochdale Canal Towpath which also follows the south-eastern boundary of the Ancoats Conservation Area. There are views of the proposed development from residential, commercial and industrial properties in the vicinity. The buildings in closest proximity include part of Piccadilly Village where a number of the apartments would experience open views onto Millbank Street and the proposed site. To the north-east, oblique views are possible from properties on Mill Bank Road.

- 5.5.2.3 The general improvement in the above views from a run-down area to a modern mixed-use development is considered to bring significant benefits to the visual amenity of the local area. In addition a tall high quality building in this location would introduce a landmark to aid visual orientation from within the local area.
- 5.5.2.3 The visual assessment also considers that the proposal would have a significant visual impact on the some buildings within Piccadilly Village as the building would form a new permanent and dominant element in existing views. This impact could be beneficial or adverse depending on the individual opinion on the design and style of the building. It is important therefore that the architecture and materials used on the building are of the highest quality.
- 5.5.2.4 Additionally, the footprint of each building has been designed so as to minimise the impact of each building on the adjacent existing residential buildings located to the east of the site as well as reflecting the geometry of the site. It should be noted that 70% of the site is open with no proposed buildings. Again, this significantly mitigates the impact the proposal has on views from Piccadilly Village.
- 5.5.2.5 It is considered that the height and scale of the proposed building facing Great Ancoats Street (35 storeys) is acceptable given its location fronting onto major arterial route. Having a taller element on this key gateway site and would act as catalyst for the increased vitality of the street scene and the radial route in this location. Whilst the building would result in a prominent tall building within the immediate vicinity, it is considered that it would create a major landmark on this area, providing an architectural statement of high quality and focus, thus enhancing the City's skyline and having an overall positive effect on the townscape.
- 5.5.2.6 The mass of the proposed tower has been modified to provide a structure with five additional storeys but with a slimmer form. The revised proposals have significantly improved the form and appearance of the building and reduced the massing of the taller element. The protruding pods originally proposed as part of the façade have been omitted and the façade approach has also been amended to reflect the orientation and geometry of the site – again this has significantly improved the relationship of the proposed tower to the site. The smaller of the two buildings has retained its original height but the choice of materials and detailed design of the structure has resulted in a more transparent and permeable ground level. Both buildings would be clad in a glass curtain walling system to provide a continuous external 'skin' to the proposed residential accommodation and the buildings have been designed to have a cantilevered profile. An extended colonnade, down to ground level, supports the residential floors above two floors of retail/commercial use. These would also be provided with a glazed façade to provide high levels of visible activity to the surrounding streetscape. Given these changes within the

## List No.

amended scheme, active frontages have been maximised and it is considered that they would relate well to the existing context.

### 5.5.3 “Relationship to Public Transport Infrastructure”

5.5.3.1 Under this section the benefits of the site’s location in terms of achieving a sustainable transport strategy, the capacity of the existing transport infrastructure and the quality of linkages to public transport have been considered. The site is in a good location benefiting from access to the public transport infrastructure of the City Centre and proximity to the City Centre services and attractions. The site is ideally located for cyclists with a cycle path a number of dedicated cycle routes within 400m of the site which provide access to a number of national local and cycling routes. The proposal would provide 97 car park spaces, and the applicant intends to put forward a Travel Plan to support the development, with one of the measures being to join the City Centre Car Club to ensure adequate facilities are in place to deal with any demand for parking or car use. The building would also be marketed as having no on street parking provision. Given these measures and the site’s proximity to public transport connections and City Centre facilities it is considered that the proposed parking provision is considered adequate. It should be noted that the loss of one level of basement parking from the original scheme has resulted in a significantly improved proposal in terms of interaction with the street and active frontages. Whilst the original proposal did include more parking spaces (63), the proposed plinth structure resulted in blank non-active elevation to Store Street which would have been significantly detrimental to the appearance of an important link route to the City Centre. There are two vehicular access points proposed into the site from Store Street and Millbank Street, both both of which will allow traffic to enter and leave the development, helping to minimise any potential congestion or bottlenecking.. The Head of Engineering Services has not objected to the proposed access points subject to resolving detailed matters, which, if required, could become the subject of conditions.

5.3.3.2 A Traffic Assessment has been submitted which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal. The study looks at predicted traffic levels in 2008 and 2023 and takes into account developments that are currently being constructed and those which have planning permission in the surrounding area. This assessment concludes that the increase in traffic generated by the development would result in excess of the 5% threshold deemed to be of significance by the Institution of Highways and Transportation, but that this would be isolated to Store Street. Capacity assessments have also been carried out at the Great Ancoats Street /Old Mill Street / Store Street junction and the Store Street Millbank Street Junction. In order to improve the traffic conditions at the Great Ancoats Street/ Old Mill Street / Store Street junction it is proposed that this junction should operate with a 60 second cycle time during peak morning periods and on that basis it is predicted the junction would operate well within capacity and would not have a significant impact at this location. The site has excellent public transport provision with access to bus routes to and from the city, the Metrolink and Piccadilly Station. The Assessment concludes that site is appropriate for the proposed development in transport terms.

## **List No.**

5.3.3.3 It is considered therefore that the site is in an optimum location for sustainable transport links and the proposals would have no significant detrimental net impact on the highway network.

### **5.5.4 “Architectural Quality”**

5.5.4.1 The factors that are of most importance in this respect are the building’s scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. 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. The proposal is for a tall building that would be significantly larger than those surrounding the site and the impact of this has been discussed elsewhere in the report (paragraph 5.5.3). It is important that the architectural quality of the scheme is very high and it is considered in this instance to be the case. The building can be split into two main elements: the northern tower and the southern block both of which respond to their individual context/streetscape.

5.5.4.2 It is considered therefore, that the proposals are of the highest quality and would result in a sophisticated, elegant landmark buildings.

### **5.5.5 “Contribution to Public Spaces and Facilities”**

5.5.5.1 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 would to enhance this location in close proximity.

5.5.5.2 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 achieve an improvement site and its surroundings and would allow a safe and secure pedestrian routes.

5.5.5.3 As much of the Store Street frontage as possible is animated by a variety of units with one or two storey frontages and a variety of internal and external routes connecting levels across the site. The landscaped area has been revised to provide a clearer organisation of ‘circulation’ and ‘garden’ zones. As a consequence, there will be improved connection with ground levels and movement patterns.

5.5.5.4 It is important to ensure that the development interacts positively with and contributes to its surroundings at street level. The ground floor level of the proposed buildings would incorporate public facilities including offices and shops creating activity along Store Street and Great Ancoats Street and to this part of the Eastern Gateway as a whole, ensuring the area is populated during the day and evening and increasing natural surveillance and reducing the potential for crime. It is considered therefore that the proposal would make a positive contribution to public spaces and facilities within the immediate area.

## List No.

### 5.5.6 “Effects on Local Environment”

This is a critical issue, as amongst other things, this examines the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

#### 5.5.6.1 Sunlight, Daylight, Shading, Solar Dazzle, Privacy and Overlooking

An assessment has been carried out to consider the potential impacts of the proposals in terms of daylight, sunlight and shading on existing neighbourhood properties, surrounding open spaces and of the building itself. The assessment was undertaken in the light of the approach advocated in Building Research Establishment (BRE) guidance to the current British standard for the code of practice for daylighting.

#### 5.5.6.2 Sunlight

Built forms have the potential to obstruct sunlight from properties and/or environments around them. Sunlight obstruction results in a cast shadow that is dependent on the location and orientation of a built form, its size and shape, the season, and the time of day. Shadow cast computational simulation is a means of assessing the extent to which built forms are likely to obstruct sunlight from adjacent property and/or environments. Consideration of the size, shape, and positioning of existing and proposed developments should be made during the design process to manage sunlight obstruction. The proposed development is larger in size than other buildings in the area and larger than existing buildings on the site. Therefore it has the potential to impact on sunlight access to adjacent properties and environments. An analysis was carried out using computational simulation and 3-D virtual massing models of the site. The analysis of the above study indicates that increased sunlight obstruction from the proposed development would largely effect land and property immediately northwest, north and north east of the proposed development. This land is largely used for industrial and road purposes. Piccadilly Village is located to the south of the proposed development and as such would not be significantly affected by a loss of sunlight. However, given the height of the proposed buildings, and those that currently occupy the site, there would be some impact in terms of loss of sunlight and certain times of the year. The study indicates that this would be not ne significantly adverse. From the outset, one of the key requirements of the design of the proposed buildings has been to mitigate these impacts. In particular, the tower has been designed to be as slender as possible and a significant area of public open space has been proposed between the two proposed buildings

#### 5.5.6.3 Daylight

There are no strict rules on assessing the impacts on lighting (which are a complex amalgam of sunlight, daylight and shadowing as opposed to a single issue). The analysis shows that the daylight is reduced as an average of all window instances by 36%. BRE guidelines recommend a daylight reduction equal to or less than 20%, although in many case reductions in excess of 20% have been accepted in planning determinations when weighed against the benefits of expected improvements in areas planned for development and regeneration. All calculations and measurements are based on light likely to be available to windows

## List No.

in existing developments. This is a good indication of the daylight available to a property, however this does not reflect how the light is distributed and what the daylight factor is within a space since window sizes, space usage and dimensions (i.e. obstructions/partitions) are often unavailable. The residential buildings to the south/south-east, while experiencing a reduction in daylight from the current situation, will not experience adverse impacts to sunlight or shadowing in terms of the current British Standard. Additionally, it should be noted that this finding relates to a number of test windows, which does not represent the overall light environment for all residents of the area, whose circumstances are significantly different. These would include for example non-direct facing windows, dual aspects of windows letting light in from elsewhere and rooms, which are not sensitive to light, change such as bedrooms or bathrooms. It is also relevant to note that the existing condition of the site is temporary and that its redevelopment has long been accepted as part of the development of Manchester. To that extent the existing level of daylight and sunlight experienced by the properties along Millbank Street is in a transitional state. The exceedance of the 20% guideline figure is in the context of current conditions, and does not have regard to the expected increased densities of development of city centre sites such as at Store Street.

### 5.5.6.4 Shadows

The effect of shadows caused by the development is fleeting due to the dynamic nature of the process - for example shadows will vary according to cloud cover. It is inevitable that, at low sun angles, shadows of any tall element will extend for some distance. At most times, these are most likely to be significant to the north of the proposed development. With regard to shading, the BRE guidance suggests that no more than 40% and preferably no more than 25% of garden or amenity areas should be prevented from receiving any sun on 21 March. The spaces around the perimeter of the development that can receive sunlight i.e. those not solely north facing, will meet these criteria.

### 5.5.6.5 Solar Dazzle

Solar dazzle can occur when sunlight is reflected from a glazed façade. The curved form of the building avoids large planes of reflecting glass, which should help to reduce the duration of any solar glare and its effects to pedestrians in the proposed surrounding open spaces, existing open spaces or to occupants in adjacent buildings is likely to be negligible. It is also considered that there will be no material solar dazzle reflectance to oncoming traffic along Great Ancoats Street or the surrounding roads. An assessment has also been carried out regarding the potential for light pollution/spillage after dark, it concludes that there would be no significant detrimental impact.

### 5.5.6.6 Privacy and Overlooking

As part of the design, the interaction between the proposed building and those existing buildings which adjoin the site with regard to privacy and overlooking has been assessed. The British Research Establishment identifies two methods of achieving privacy. One is through remoteness that is the arrangement of buildings with adequate distance between facing windows. The other is through design such as varying heights and angles and diffusing windows. From the outset, the design process took into account both of these methods.

## List No.

5.5.6.7 It is considered that there would not be any detrimental impact in terms of privacy or overlooking on industrial uses or commercial units which are located to the north of the site on the opposite side of Store Street. To the east of, the Islington Wharf development would directly face the proposed building. It is considered that there would be no detrimental impact on that development in terms of privacy and overlooking given the significant width of Great Ancoats Street and the resulting relative window to window distances. The main buildings that would be affected by the proposed building would be within Piccadilly Village to the south of the site, which has windows that would directly face the proposed buildings. The closest window to window separation distance between existing dwelling windows to the proposed apartments is 19m. This is at the northern corner of James Brindley Basin to the tower. The majority of the apartment windows throughout the Piccadilly Village are a minimum of 23m away and this was one of the driving factors for the design of the building forms. Whilst this would clearly have a major impact on the occupiers compared to the current situation, it is considered that this is not an unreasonable separation distance within a city centre location.

It should be noted that there is no requirement to maintain the visual privacy of adjacent open spaces. The open spaces are currently not enclosed in any overly private sense, having open fences for boundary treatment.

### 5.5.6.8 Noise

The acoustic report submitted with the application, concludes that with appropriate acoustic design of the proposed buildings, reasonable internal noise levels can be achieved. The impact of noise from the proposed uses can be controlled through acoustic insulation measures and appropriate conditions to address the comments of the Head of Environmental Health should be attached to any consent.

### 5.5.6.9 Wind

A wind engineering study has been carried out to assess the wind environment at pedestrian level of the proposals. By performing detailed assessments at key pedestrian level locations, potential impacts were identified. Accordingly, the effects on pedestrian comfort have been accurately gauged and suitable mitigation measures such as hedges and bushes have been recommended which will ensure that there are no unacceptable impacts produced by the wind at street level.

### 5.5.6.10TV reception

A TV and radio reception study has been undertaken that identifies potential shadowing and reflection of signals. Any consent should be conditioned to require further detailed surveys to precisely identify the effect of the proposal and undertake appropriate measures to mitigate any effects.

5.4.6.11It is considered therefore that, with appropriate mitigation measures the proposals would not have a significant detrimental impact on the local environment.

## 5.5.7 “Contribution to Public Spaces and Facilities”

## **List No.**

- 5.5.7.1 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 would to enhance this location in close proximity.
- 5.5.7.2 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 achieve an improvement site and its surroundings and would allow a safe and secure pedestrian routes. The layout of the plinth reflects the principles of major public routes around the base of the tower and offers a 'quieter' space with a mix of high quality soft and hard landscape treatments. The plinth connecting the buildings is treated not only to minimise its effect on pedestrian permeability across the site but also to provide opportunities to link the varying levels around the site. As much of the Store Street frontage as possible is animated by a variety of units with one or two storey frontages and a number of internal and external routes connecting levels across the site. The revised landscaped area has been to provide a clearer organisation of 'circulation' and 'garden' zones. As a consequence, there would be an improved connection with ground levels and movement patterns. The active frontages to the plinth have been maximised.
- 5.5.7.3 It is important to ensure that the development interacts positively with and contributes to its surroundings at street level. The ground floor level of the proposed buildings would incorporate public facilities including offices and shops creating activity along Store Street and Great Ancoats Street and to this part of the Eastern Gateway as a whole, ensuring the area is populated during the day and evening and increasing natural surveillance and reducing the potential for crime. It is considered therefore that the proposal would make a positive contribution to public spaces and facilities within the immediate area. In particular, the active frontages to Store Street have been enhanced as part of the consultation with CABI who have declared them satisfied with the proposals in this respect. There is a clear relationship to the street scene (i.e. the commercial uses), which does not rely upon the plinth

## **5.5.8 "Function and Fitness for Purpose"**

- 5.5.8.1 The proposals would create high quality internal and external public space and would make a significant contribution towards improving the public realm. As the proposal would provide a high quality, useable environment for those using it, it is considered that the proposals would meet the criteria of function and fitness for purpose.

## **5.5.9 "Sustainability"**

- 5.5.9.1 The applicant has considered the sustainability of the scheme as part of the Environmental Statement submitted in support of the application. The applicant has indicated a commitment to undertake an environmental assessment of the site using the Building Research Establishment's Eco-Homes Assessment (BREEAM) tool and aspires to achieve a "very good" rating. Other key sustainability issues that have been considered in the development of the scheme include :

## List No.

- (1) The provision of water efficient sanitary ware to reduce water consumption. The feasibility of utilising rainwater for the irrigation of soft landscaped areas is being investigated reducing potable water demand
- (2) The proposed development would exceed the requirements of Building Regulations Part L for the energy and carbon performance. This has been achieved by the inclusion in the design of energy efficient measures such as using community heating scheme and high thermal performance of façade elements.
- (3) It is proposed to use a central plant housed in the basement to serve the two buildings. The initial feasibility of CHP (with gas boiler) and Ground Source Heat Pump (GSHP) has been appraised as potential strategies for the site and these low carbon technologies could potentially lead to a further significant improvement in energy performance of the proposal.
- (4) The careful design of the building envelope to minimise heat losses and solar gains, and the provision of energy efficient lighting to key areas and general circulation spaces. The buildings have been orientated to allow habitable rooms to be adequately lit with natural light, wherever possible.

5.5.10 In assessing the above criteria it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABE guidance and that the proposals would provide a tall building of a quality acceptable to this site.

## 5.6 **Impact On Conservation Areas and Listed Buildings**

5.6.1 The City Council has a statutory duty when considering proposals in a conservation area to ensure that the character or appearance of the area is preserved or enhanced. The proposals would be visible from the nearby Ancoats Conservation Area, and would be at partly visible from other conservation areas within the City Centre. The impact would be a change in the view from the edge of the Ancoats Conservation Area to include a tall building. However, the building would not dominate views out of the conservation area to such an extent that its special historic and architectural character would be adversely affected. Indeed, the prevalence of existing contemporary buildings around Piccadilly Station and Great Ancoats Street allows a building of similar design ethos and of considerable height to be introduced without detrimental effect. This also applies to the impact of the proposals on more distant conservation areas where only part of the building would be visible from certain views

5.6.2 The closest listed structure to the site the Grade II\* listed Aqueduct which bridges Store Street and which is directly to the south west of the site. The setting of this building is undoubtedly affected by the proposed development. The proposed development would result in an significantly improved streetscape than currently exists, with new quality public realm created close to the listed structure. However, the location of the proposed buildings would still allow for clear views of the aqueduct from Great Ancoats Street and along Store Street itself. The setting of other listed buildings in the wider area (including Ashton Canal Lock 1, Lock 2, Lock Keepers Cottage and Towpath Bridge) would not be significantly impacted given the distances involved.

## **List No.**

5.6.3 It is therefore considered that the proposals would not have a detrimental impact on the setting of the surrounding historic environment. English Heritage has been consulted on the proposed design and the visual assessment and has not raised any objection to the scheme.

### **5.7 Microclimate**

5.7.1 In considering the impact of the proposals on microclimate wind, shadow and daylight studies have been carried out. These areas have been discussed under the “Effect on Local Environment” section in paragraph 5.5.6 above.

### **5.8 Amenity**

5.8.1 Issues of amenity, such as overshadowing, overlooking and noise have been discussed above within the “Effect on Local Environment” section (paragraph 5.5.6). It is considered that the proposal would not have a detrimental impact on the amenities of the occupiers of nearby buildings and would form an acceptable development for occupiers of the proposed building itself. In addition, the applicant has undertaken to submit a management strategy and mitigation measures for the construction phase of the development in order to minimise disruption, noise, dust and vibration from the construction works on the local environment.

### **5.9 Crime and disorder**

5.9.1 The density and mix of uses will bring significantly more activity into the area, allowing adjacent streets and areas to be overlooked, contributing towards a safe and secure environment. The ground floor areas of the buildings would contain retail and offices, maximising the active frontage to existing streets and encouraging passive surveillance.

5.9.2 Greater Manchester Police have been involved in significant pre-application discussions. Greater Manchester Police are satisfied that the proposal would not increase anti social behaviour. A condition requiring the proposal to achieve Secured By Design accreditation should be attached.

### **5.10 Socio-Economic Impact**

5.10.1 The proposal would provide 383 residential apartments which would make a significant contribution to the demand for temporary and permanent accommodation. It would provide housing and accommodation in a place that is highly accessible, with improved pedestrian and transport links. In addition, the new housing would contribute to the creation of a potentially strong and vibrant community, which would be part of a working neighbourhood with new and existing job opportunities immediately to hand. It is expected that the completed development would create approximately 80 new permanent jobs. In addition it is anticipated that the number of construction employees will be 120 persons at the peak.

## **List No.**

5.10.2 It is considered therefore that the proposals would bring socio-economic benefits to the City Centre and the wider area of Greater Manchester, and would help increase activity at this end of the City Centre, building on the investment and regeneration that has already taken place.

### **5.11 Parking/Servicing/Access**

5.11.1 The impact of the proposal on parking and the highway network has been considered under the "Relationship to Public Transport Infrastructure" section under paragraph 5.4.4 above. It is considered that adequate parking and servicing would be provided within the scheme.

### **5.12 Response to Objections**

5.12.1 Most of the material issues raised by objectors have been fully considered above. However, other points raised are dealt with below:

- Residents have raised issues relating to ownership of Millbank Street and access over it into the proposed development. It should be noted that In planning terms this is not a material issue for determination, but a legal point which would need to be resolved by the parties involved. The applicant's agents have advised that sufficient rights of way exist over the roadway to serve the proposed development.
- In relation to the location of car park ventilation grilles, given the distance from the ventilation grilles to the properties along Millbank Street, the air extracted would be quickly discharged to the ambient surroundings. There would be no adverse impact. The closest residential properties are some 12m away. At this distance the noise at will be approximately 30 db (A) which when assessed in accordance with acceptable environmental noise standards, is considered unlikely to give rise to a loss of amenity to existing or future residents.
- The accommodation proposed would be high quality apartments and the mix of apartments sizes fully accords with policy.
- Residents have raised concerns regarding the impact of the proposal on property values. However, local authorities are informed that it is not for the planning system to protect the private interests of one person against the activities of another. The material issue is the impact of the proposal on the locality and on amenities that ought to be protected.

## **6.0 HUMAN RIGHTS ACT 1998 CONSIDERATIONS**

6.1 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.

6.2 Article 8 and Protocol 1 Article 1 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

## List No.

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.

## 7.0 CONCLUSIONS

- 7.1 It is noted that the existing Piccadilly Village, a low rise, low density development which derives from the 1990's, should not be used as a mechanism to define the appropriate scale and mass of development designed to address current needs and the future of the City centre. Where a new building is appropriate to its location, the existence of lower density development in its environs, borne out of an earlier development era, is not of itself reason to limit the potential of the site.
- 7.2 There can be no doubt that this is a development site and therefore, the key issue for consideration is the appropriateness or otherwise of the submitted scheme.
- 7.3 In urban design terms, the scheme incorporates and positively responds to key criterion in that it proposes development of the utmost quality which responds to the site it is located upon. The uses that are proposed, namely apartments, and active uses are all acceptable and appropriate in this area.
- 7.4 It must be acknowledged that any development on this site would have an impact on existing residents and businesses. Residents in particular have benefited from having largely uninterrupted views across the site for a number of years but it is inevitable that at some point development would take place here which would impact upon this and it must be accepted that one does not purchase the view with the property. The design of the proposed development has, from the outset, been guided by the need to minimise potential detrimental impacts to existing residents, whilst also providing a landmark scheme which incorporates publicly accessible open space.
- 7.5 From the above, it can be seen that in many critical respects, the scheme is acceptable and the key issue becomes one of design. It should be noted, CABI have had a major role in the achievement of a suitable design for this proposal and it has been the subject of a full CABI design review. CABI made suggestions on how to improve earlier designs and by seeking and gaining agreement with them on good design and architecture; the proposal now meets their high expectations on what this development should be.

## 8.0 RECOMMENDATION:

- 8.1 The Council has taken the environmental information (as defined in the Environmental Impact Assessment regulations) into consideration and the proposal is in accordance with the UDP policies identified in section 5.2 of this report. The Head of Planning therefore recommends that the Committee be **MINDED TO APPROVE** planning application **081261/FO/2006/C3** on the basis that the proposal

## List No.

accords with the development plan, in particular policies H1.2 H2.2 H2.7 I3.1, E1.1, E1.4, E1.5, E3.5, R1.1, T3.7, RC3, RC4, RC7, RC11, RC17, RC18, DC7.1 & DC9.1 and policy RC20 - Area 11 of the City Council's Unitary Development Plan and policies DP1, DP3, SD1, UR1 and UR4, of the Regional Spatial Strategy (RPG13), policies DP1, MCR1, MCR2 and RDF1 of the Draft Regional Spatial Strategy, guidance contained in PPS1 & PPG3 and there are no material considerations of sufficient weight to indicate otherwise, and subject to:

A A S106 agreement for a financial contribution towards environmental and infrastructure works within the City Centre; and

B The following 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 include acoustic glazing and acoustically treated ventilation for all residential and commercial units in accordance with an acoustic attenuation scheme to be submitted to and approved in writing by the City Council as local planning authority before the development commences. The scheme shall protect the accommodation against road traffic noise and noise from adjacent commercial properties in the area. Before each building is occupied the acoustic scheme for that building shall be implemented in full.

Reason - To protect the amenity and safety of the occupants of the premises once the development hereby approved is occupied, pursuant to policies H2.2 and E1.4 of the Manchester Unitary Development Plan.

3) Any externally mounted ancillary plant or equipment shall be acoustically treated in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use first commences. The scheme shall be designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location. The equipment shall be installed and maintained in accordance with the approved scheme.

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

4) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07.30 to 20.00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

**List No.**

5) No development or demolition shall take place within the proposal area unless and until a written scheme of investigation detailing a programme of archaeological work has been submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved scheme of investigation unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a record, including drawn, written and photographic information as necessary, is kept of any archaeological discoveries made, pursuant to policy DC20.1 of the Manchester Unitary Development Plan.

6) Before the development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any site investigations shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme. That scheme shall include a requirement to provide the City Council as Local Planning Authority with a written report of the results of the investigations. In the event that either the assessment report or the site investigation report reveal that the land is contaminated or that ground gas is present, a scheme for remediating the land shall be submitted to the City Council as Local Planning Authority no later than six months from the date of the report and the scheme for remediating the land shall be approved in writing by the City Council as Local Planning Authority and implemented in full before the development is first occupied.

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 Manchester Unitary Development Plan policies H2.1, H2.2, E3.1 and E3.2.

7) The consent hereby granted is for a development that has full access into and throughout all areas of the building for members of the public, including those whose mobility is impaired.

Reason - For the avoidance of doubt and so as to provide direct access for disabled members of the public and to be in line with guidance in UDP Policy DC9.1 'New Commercial and Industrial Development - Access for Disabled People' of the adopted Manchester Unitary Development Plan

8) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of all external areas 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 shall be submitted to and approved in writing by the City Council as local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the City Council as local planning authority.

**List No.**

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to Manchester Unitary Development Plan policies H2.2, E3.3 and E3.5.

9) A landscaping scheme for all external areas of the site, incorporating all hard landscaping proposals and planting (including that required to mitigate the effects of wind), 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, and to mitigate the effects of wind at ground level pursuant to Manchester Unitary Development Plan policies H2.1, H2.7, E2.6 E3.5 and H2.2.

10) 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 (including the roof) of the development have been submitted to and approved in writing by the City Council as local planning authority. Samples and details of materials that are located within the proposed building, but which would externally visible shall also 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 and elevations 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 Manchester Unitary Development Plan.

11) 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.

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 adopted Manchester Unitary Development Plan

12) The details of an emergency telephone contact number for a person responsible for the site shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

**List No.**

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

13) The development shall not be occupied unless accreditation confirming achievement of the Secure by Design standards in respect of the development has been issued by Greater Manchester Police and supplied to the City Council as Local Planning Authority

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development", pursuant to Manchester Unitary Development Plan policy E3.5 and E2.7.

14) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate, which confirms a rating of 'very good' or 'excellent', shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

15) Within six months of any part of the development first being occupied, a repaving strategy for the public footpaths around the site shall be submitted to and approved in writing by the City Council as local planning authority. The development shall thereafter be carried out in accordance with the approved scheme.

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.

16) The apartments hereby approved shall be used as private dwellings only 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 in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason

**List No.**

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 UDP Policy H2.2.

17) The car parking indicated on the approved plans, including the fully accessible spaces, shall be demarcated and made available for use prior to the building hereby approved being occupied. The car parking shall then be available and accessible at all times whilst the development hereby approved is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied pursuant to policy H2.2 and DC9.1. of the adopted Manchester Unitary Development Plan

18) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with approved drawings. 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 T3.7 of the adopted Manchester Unitary Development Plan

19) 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 prior to the first occupation of the development. 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 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 Green Travel Plan Strategy shall be adopted and implemented within the time period agreed in writing with the City Council as Local Planning Authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance and in order to promote a choice of means of transport, pursuant to Manchester Unitary Development Plan policies E1.1 and T3.1.

20) No development shall commence unless and until a scheme that will provide for the needs of future residents whom may wish to have the use of a motorcar in respect of their domestic needs has been submitted to and approved in writing by the City Council as local planning authority. The scheme submitted should incorporate a car club, in accordance with the Borehams Transport Assessment, and should include details of the arrangements to be put in place and shall also identify the parties who will be responsible for managing the scheme. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied.

**List No.**

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangements) for the needs of future residents whom may need to use a motorcar pursuant to Manchester Unitary Development Plan policy T2.5

21) The apartments hereby approved shall be used as private dwellings only 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 in 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 UDP Policy H2.2.

22) No development shall commence until a scheme for the storage (including segregated waste recycling) 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.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted Manchester Unitary Development Plan.

23) 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) Measure the existing television signal reception within the potential impact area, as identified in the WSP Telecommunications Environmental Assessment document, and within an area of 500 metres radius surrounding the building, 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 Independent Television Commission, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. Unless otherwise agreed in writing by the City Council as Local Planning Authority, the measures identified must be carried out either before the

**List No.**

building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

24) The development hereby approved shall not commence unless and until full details which address all outstanding highway design issues, as raised by the City Council's Head of Engineering Services (Traffic), have been submitted and approved in writing by the City Council as local planning authority. The development shall not be brought into use until all approved highway works have been carried out in full, unless otherwise approved in writing by the City Council as local planning authority. For the avoidance of doubt, public funds will not be available for highway works required to be carried out in discharge of this condition.

Reason - In the interests of public and highway safety, and to ensure that the development can be accessed and serviced satisfactorily, pursuant to Manchester Unitary Development Plan policy T3.1

24) The development hereby approved shall be carried out in accordance with the drawings numbered L(-- )403 Red Line Plan L(-- )404, L(-- )405, L(-- )406, L(-- )407, L(-- )408, L(-- ) 409, L(-- )410, L(-- )411, L(-- )412, L(-- )413, L(-- )414, L(-- )421 A, L(-- )422, L(-- )423, L(-- )431 A, L(-- )432, L(-- )433, L(-- )434, L(-- )441, L(-- )442, L(-- )443, L(-- )444, L(-- )445, L(-- )446, L(-- )447, L(-- )448, L(-- )451, L(-- )452, L(-- )461, L(-- )462, L(-- )463, L(-- )465, L(-- )466, L(-- )467, L(-- )468, L(-- )469, L(-- )470, 206631/014 A How Planning Supporting Planning Statement, How Planning Environmental Impact Assessment and appendices, How Planning Environmental Statement Addendum dated June 2007, ASL Design & Access Statement Second Issue dated June 2007 , the ASL letter dated 11.07.07, WSP Geotechnical and Environmental Site Investigation, Boreham Transport Assessment and Borham letter dated 10.08.07 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.

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 081261/FO/2006/C3 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.

**List No.**

**Equal Opportunities**

The proposal will make the site and its development directly accessible to all members of the public, including those with mobility impairments.

**Environmental Improvements**

The proposal will bring a significant improvement to the appearance of this site and the area generally.

**Employment Implications**

The proposal will create jobs during construction and on occupation a number of jobs will be created.

HEAD OF PLANNING