

List No. 11

City Centre Ward	Application Number	Date of Appln	Committee Date
	082244/FO/2007/C3	27th Mar 2007	31st May 2007

Proposal Erection of residential development comprising 2no. apartment blocks with a total of 213 apartments ancillary car parking at ground and basement levels, electricity sub-station and landscaping after demolition of existing building

Location Land At Potato Wharf, Castlefield, Manchester

Applicant Crosby Lend Lease C/o Agent

Agent Turley Associates The Chancery, 58 Spring Gardens, Manchester, M2 1EW

Description

The application relates to a 1.32 ha site on the north and south sides of Potato Wharf, within the Castlefield Conservation Area. Immediately to the south of the site lies the Grade II listed Castlefield Railway Viaduct (which runs from G-Mex), with the Grade II listed viaduct from Knott Mill and the Bridgewater Canal beyond that. To the north east of the site are the Grade II listed Bridgewater Canal Basin, the Grade II listed Giants Basin and a modern brick office building. To the south west is a concrete batching plant. Further listed buildings in the vicinity of the site are the pair of culvert arches over the River Medlock and associated overflow channel at New Elm Road, both Grade II listed.

The site consists of 4 plots of land:

Plot 1 - is a cleared piece of land previously used as a surface car park, which is bounded by canal arms off the Bridgewater Canal and Potato Wharf;

Plot 2 - is a rectangular piece of land directly beneath the railway viaduct, with access from Plot 1;

Plot 3 - is a piece of land occupied by a disused factory and bounded by the River Medlock, New Elm Road and Potato Wharf; and

Plot 4 - is a small triangle of land bounded by Potato Wharf, New Elm Road and the River Medlock.

Consent was granted on this site on 31 March 2006 under 074582/FO/2005/C3 and 074583/CC/2005/C3 for redevelopment of the site with 230 apartments accommodated within two six storey blocks, a 13 storey block and 10 townhouses. A further consent was then granted on 18 January 2007 for 239 apartments arranged within the same sized and positioned blocks but with a different external appearance to the elevations.

The proposal now being considered is for 213 apartments accommodated within two blocks adjacent to the viaduct. The 13 storey block and the townhouses have been omitted and the two blocks adjacent to the viaduct have been increased in height to eight storeys. The external appearance to the elevations would remain similar to the most recently approved scheme. To summarise the site would be developed in the following way:

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Plot 1 - The erection of two new buildings, each 8 storeys in height, comprising 213 apartments. Seventy car parking and 33 bicycle spaces would be provided at basement level beneath the buildings with vehicular access off Potato Wharf between Block 2 and the south westerly canal basin. This would also provide vehicular access to Plot 2. A public pedestrian courtyard would be created between the two buildings. The two blocks would be flat roofed and would each sit above a ground floor timber plinth with the upper levels of the buildings clad in silver/grey brick. The buildings would have a tripartite subdivision created by the horizontal timber plinth, a middle zone with square aluminium windows flush with the brickwork and an upper zone emphasised by deeply recessed windows with a vertical emphasis. Large deeply recessed vertical slots would break up the elevations and accommodate balconies with glass balustrades. Random brightly coloured framed pods would project from within these slots.

Plot 2 - This plot of land, which lies beneath the railway viaduct, would become a surface level car park for use by residents with 71 car parking spaces provided. It would be surfaced in natural and manmade setts.

Plot 3 - It is proposed to landscape this site adjacent to the river with a mixture of resin-bound gravel and natural stone, seating and sculptural forms to create a public area.

Plot 4 - A single storey substation with hard landscaping and tree planting.

Pedestrian bridges - Two new pedestrian bridges are proposed across the canal arms as per the previous approvals.

Consultations

Manchester Conservation Areas and Historic Buildings Panel - "The Panel noted the changes to the scheme as previously approved.

The Panel accepted that the new blocks would have an acceptable relationship to the existing character and grain of the area.

The Panel noted that the scheme proposed the creation of a new public park space on the site of one of the previously proposed buildings. The Panel welcomed the new public space but asked how this space can be preserved and protected against future development. The Panel asked the Planning Department to ensure that the approval of this application would preclude future redevelopment of the new park space.

The Panel was generally supportive of the materials palette, the rhythm of modules and windows and the coloured balcony expressions, subject to detail. However, the Panel did not support the use of timber as the material for the building's base. It was felt to be an odd choice to have a material such as timber appearing to support such a large masonry mass.

Recommend - Negotiate as above to approval."

Environmental Health - No objections in principle subject to further information regarding acoustic insulation, ventilation and refuse disposal.

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Engineering Services - No objections in principle.

Head of Housing – No objections have been received.

Environment and Operations (Highway Authority)– No objections have been received.

Contaminated Land Section - Further information regarding the remediation strategy and other details is required.

English Heritage - Advise that the application be refused as it will have an adverse impact on the settings of the Grade II listed viaducts and consequently the character of the Conservation Area.

Environment Agency - Objects to the application on the grounds that the basement car park is at risk of flooding. A modelling study and revised flood risk assessment should be submitted.

Environment and Operations (Refuse & Sustainability) – No objections have been received.

GMPTE - No objections.

British Waterways Board - No objections but as owners of the adjacent Giants Wharf building they would like planning conditions attached to ensure the impact of site traffic and construction noise is minimised.

Greater Manchester Police - No objections.

Greater Manchester Archaeological Unit - There are no known features of archaeological interest on this site.

Greater Manchester Ecology Unit - No objections in terms of impact on bats. A further bird survey is required in the bird nesting season.

Publicity - The application has been advertised as a major development affecting the setting of listed buildings, the character and appearance of the Castlefield Conservation Area and a possible right of way, and site notices have been displayed. Neighbouring properties have been notified. Eight letters have been received from neighbours objecting to the proposals on the following grounds:

- Out of character with/damages the Castlefield Conservation Area - not red brick (grey brick and coloured boxes not in keeping with area), ugly and overdominant, not in keeping with historic warehouses in area which are rectangular, low and wide (not narrow like proposal).
- Block view of viaduct from Regent Road approach
- Dwarf viaduct and reduce its impact
- No cgi view from other side of viaduct
- Impact on wildlife and local environment - will impede birds flying into canal basin and block sunlight to viaduct impacting on nesting birds, plants, insects and other wildlife.
- Creates large number of enclosed spaces, which could become focus for drug dealing and prostitution.

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- No facility for small retail outlet.
- Will reflect tram noise back into canal basin on other side of viaduct affecting residents there.
- People not informed of pre-app consultation.
- Noise from extra traffic going over cobbles.
- Cobbles will be damaged from extra traffic (during construction and post development).
- Road safety compromised at Potato Wharf/Liverpool Rd junction.
- Parking facilities for YMCA should be included.

A letter has been received from Councillor Marc Ramsbottom making the following points:

- the proposal is too high as it is higher than the adjacent listed viaduct. The height of the buildings should be reduced to the same height as or below the height of the viaduct;
- A condition should be attached requiring construction vehicles to gain access to and from the site only via New Elm Road to reduce the noise from vehicles passing over the cobbles and damage to the cobbles
- A wheel wash condition should be attached to prevent soiling of the roads.

Issues

Environmental Impact Assessment

By reason of the size of the site the proposal falls within Schedule 2 of the Environmental Impact Assessment Regulations 1999 and a screening opinion has been carried out to assess whether an EIA is needed. The opinion concluded that the proposal would not have any significant environmental effects and an EIA is not required in this case.

National Policy

It is considered that the proposal is generally in accordance with the following policy and guidance documents:

Planning Policy Statement 1 (PPS1): Creating Sustainable Communities – the scheme would encourage the promotion of urban regeneration.

Planning Policy Guidance Note 3 (PPG 3): Housing – the scheme would re-use previously developed vacant land to provide new housing within an urban area at high density close to existing services, facilities and public transport provision.

Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment – the buildings are carefully designed in a contemporary manner to respect the settings of historic buildings, following the fundamental principles of scale, height, massing and alignment, and using appropriate materials.

Regional Spatial Strategy (RPG13) and Draft Regional Spatial Strategy (January 2006) – the development would make the most effective use of land and transport facilities, demonstrates good design quality and respect for its setting. It would be located on a brownfield site within the existing urban centre and would conserve the distinctive architectural heritage with high quality modern design.

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Unitary Development Plan and the proposed uses

The proposal is consistent with UDP policies that promote regeneration and employment within the City Centre, building on the significant regeneration that has taken place within the Castlefield area and the continuing investment and environmental improvements. The principle of the use and the overall scale of development have been established under the previous permissions (074582/FO/2005/C3 and 081118/FO/2006/C3).

The proposed development would be consistent with UDP Policies H2.7 (Housing), E3.5 (Environmental Improvement and Protection), T2.6, T3.1 and T3.7 (Transport), DC7.1 (New Housing Development), DC9.1 (New Commercial and Industrial Development - Access for Disabled People), DC18 (Conservation Areas), DC19 (Listed Buildings) and DC26 (Development and Noise). The proposal is also consistent with the Small Area Framework for this area (Policy RC20 - Area 27). The proposed development would also be consistent with UDP Policies H2.2, E1.5, E1.1, E2.7, E3.6, E3.7, T3.5, RC4, RC17, RC18 and DC20.

Impact On The Conservation Area and Listed Buildings

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 character of this part of Castlefield Conservation Area is defined by the canal and river network, over-layered by substantial railway viaducts. The conservation area is characterised by substantial buildings many of which have a direct relationship with the waterways and with some standing in open areas. It should be acknowledged that the physical character and amount of development has changed the area in recent years through the driving force of regeneration initiatives by both the public and private sectors. This investment has produced an attractive environment, made it easier for the public to walk through it, and has introduced a positive mix of uses, none of which was possible in the area's historic heyday when it served only as an area linking canal, road and rail networks to service the industrialisation of Manchester. This is an important point as the character of the area, whilst having important historic references is not a recreation of those earlier industrial times.

The proposal is in a part of the conservation area that is currently run down in appearance. The proposal would improve the appearance of the area and bring more life to the area, whilst retaining the canal boat moorings that are characteristic here. The disused factory on Plot 4 would be demolished to make way for this development (approved under conservation area consent 074583/CC/2005/C3) and is of no architectural or historic interest and contributes very little to the conservation area. Under the previous permission 081118/FO/2006/C3 a 13 storey building was planned for this site. The proposal currently under consideration proposes to landscape this area as a riverside area for the public, with most of the apartments that would not be built being added into the two rectangular blocks adjacent to the viaduct in the form of an extra two storeys. It is considered that this proposal is an appropriate form of development within the Castlefield Conservation Area and would enhance the character and appearance of the area.

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The materials proposed for the development are considered to be appropriate to the canalside setting providing a robust appearance reminiscent of canal side buildings and structures. The brightly coloured projecting elements enliven the elevations and are considered to be acceptable. It is considered therefore that the proposal would enhance the Castlefield Conservation Area.

The impact of the proposal on the Grade II listed Castlefield Railway Viaduct should be considered carefully, particularly given the views of English Heritage, and this is discussed in a separate paragraph below. The proposal would have an impact on a number of other listed structures, such as the weir at Giant's Basin and the canal basin. It is considered that these listed structures would be little affected by the development and would in fact be brought more to the public's attention through the redevelopment of the area. It is considered therefore that the proposal would maintain and enhance the settings of these listed structures.

Impact on the GII Listed Castlefield Railway Viaduct and Response to English Heritage Comments

The current proposal increases the height of the two residential blocks adjacent to the viaduct from 6 storeys (which would be roughly level with the height of the viaduct) to 8 storeys, which would result in the height of the buildings being above that of the viaduct. It is this aspect of the scheme that English Heritage objects to as they believe it would have an adverse impact on the settings of the listed viaducts and thereby on the character of the Castlefield Conservation Area. English Heritage's concern relates to a specific view of the scheme from the Knott Mill viaduct where it crosses the River Irwell to the north of the site. They are understood to consider the impact of the scheme when seen from other views to be acceptable.

The applicant submitted a Visual Impact Assessment (VIA) as part of the application, which assesses the impact of the current proposal when seen from nine key viewpoints. These viewpoints were selected in consultation with English Heritage. The VIA compares the impact from the viewpoints with the baseline, which is the existing implementable planning permission for two six storey blocks, a thirteen storey tower and ten townhouses (planning reference 081118). The VIA considers that the current proposal would have an impact on only two of the nine viewpoints selected when compared to the previous approval, and in both cases it classes this impact as being minor. It considers that in one case there would only be a small difference in the ability to appreciate the historic setting of the listed structures and in the other case there would actually be no change to the extent to which the viaduct would be visible.

One of the main reasons for the impact on the listed structures being minor is that the proposed buildings would be set at right angles to the railway viaduct allowing views through to the structure. It is considered that the listed structure would still be appreciated as a strong linear form running through the conservation area and in fact there are other instances where older buildings within the Conservation Area 'pop up' above the height of the railway viaducts, such as the former Congregational Chapel on Deansgate, Worsley Mill on Blantyre Street and a brick chimney close to the Castlefield Junction, so this could be seen as part of the character of the conservation area. It is also considered that the overall impact of the proposal on the character and appearance of the Castlefield Conservation Area and the setting of the listed

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viaducts would be less than the previous proposal that included a thirteen storey tower. On balance therefore it is considered that the two eight storey buildings proposed would not have a detrimental impact on the setting of the listed viaducts nor on the character or appearance of the Castlefield Conservation Area and would in fact be a less obtrusive scheme than that previously approved.

The Scheme's Contribution To Regeneration

Regeneration is an important policy stance in the UDP and as set out earlier in the report, there is still work to do in Castlefield, especially in terms of how this area is integrated into the remainder of the City Centre. In many ways, the area is still perceived as being remote from the rest of the City Centre and this is reinforced by the 'barrier' formed by the railway viaduct and the associated (and in part redundant) infrastructure. 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, increasing access to the canalside. No more than 33 per cent of apartments would be one bedroom to encourage a wider mix of occupiers and a more stable population and providing a more sustainable development. Therefore this scheme would contribute positively to the regeneration of the area and the City Centre.

The scale and form of the development

The proposed buildings are of a contemporary design and it is considered that the height, overall size, form and design of the scheme would contribute to the sense of variety in building types in the area. The development would follow the line of the canal arms and re-establish the back of pavement development that is characteristic of City Centre development. The contemporary design of the scheme would generate visual variety in the urban design character of the area. As discussed above the buildings would be set at right angles to the viaduct to retain views through to the listed structure.

The Scheme's Impact on Amenity

The residential use is compatible with other residential uses approved in the vicinity. An acoustic scheme has been submitted that recommends measures to insulate apartments from external noise and a condition should be attached requiring further information to ensure appropriate acoustic levels are achieved. The buildings are located adequate distances from each other and at an orientation so as not to cause any significant overshadowing. It is considered that the proposal would not have a detrimental impact on the amenities of the area or any neighbouring properties.

Highways, Servicing and Parking

The site has previously been used as a public car park and it is considered that there would not be a significant increase in traffic from this previous use. A transport statement has been submitted with the application that concludes that the proposed development would have no material adverse impact on the safety or operation of the adjacent highway network and this conclusion is accepted. The proposal would provide 66 per cent car parking in relation to the number of apartments, with 33 spaces for secure bicycle parking. The applicant

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has agreed to put forward a strategy that might include car share schemes, parking leases and/or car-pooling to make up the shortfall in car parking spaces, and a condition requiring such a strategy to be in place before first occupation of the premises should be attached to any consent. The applicant is in discussion with the YMCA to ensure that car parking spaces will be made available for use by the YMCA.

Full Access

The proposed buildings and the site would be fully accessible. Five per cent of parking spaces are dedicated for use by disabled persons.

Crime and Disorder

The proposal would bring life to this area and create opportunities for natural surveillance of the streets. The spaces that would be created would be overlooked by the proposed apartments again providing natural surveillance and the introduction of new lighting and an increased footfall in this area would further increase security. A condition requiring the scheme to achieve the 'Secured by Design' accreditation should be attached.

Flood risk assessment

Further to the Environment Agency comments, the applicant has commissioned a modelling study of the whole of the canal basin to demonstrate that the proposed development would not be at risk from flooding. Should this model not demonstrate this then the applicant has agreed to incorporate measures to prevent flooding within the buildings. The outcome of the modelling study will be reported to Committee.

Impact on wildlife/ecology

The applicant is having a revised Black Redstart survey prepared in response to the GMEU comments and subject to the results of this it is considered that the proposal would not have a detrimental impact on the ecology of the area.

Response to neighbour and councillor objections not dealt with above:

- The cgi viewpoints were selected by the applicant in consultation with English Heritage. It is considered that adequate viewpoints were supplied to fully assess the scheme.
- Whilst creating mixed use developments is usually an objective of the City Council, the previous approvals on this site did not include shop units and it is considered that in this location with the lack of other developments surrounding this site the scheme is acceptable without a retail unit in this instance.
- A full noise assessment has been submitted with the application that does not predict any increase in noise to existing residents on the other side of the viaduct from tram noise reflecting off the proposed buildings.
- The applicant informed all neighbours that were notified by the local planning authority on the previous application of the pre-application consultation event. It should be noted that pre-application consultation is not a statutory requirement.

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

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

Recommendation APPROVE

The application is approved on the basis that the proposal is in accordance with the Unitary Development Plan for Manchester (adopted 1995), in particular policies H2.2, H2.7, E2.7, E3.5, E3.6, E3.7, T2.6, T3.1, T3.5, T3.7, RC4, RC5, RC17, RC18, DC7, DC9, DC18, DC19, DC20, DC26 and the Small Area Framework for this area (Policy RC20 - Area 27), and there are no material planning considerations to indicate otherwise, and subject to the following conditions:

Conditions and/or Reasons

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) Before the development commences, full details that address all outstanding highway matters shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - In the interests of highway safety, pursuant to the City of Manchester Unitary Development Plan Policy RC12 and RC17.

3) Notwithstanding the details shown on the approved drawings approval is not hereby given for the use of resin bound gravel as a surface material. Before the development commences an alternative surface treatment shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is achieved, pursuant to City of Manchester Unitary Development Plan Policies E3 and I3.1.

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4) Within six months of the date of commencement of the development or before first occupation of the development, whichever is the sooner, full details, including plans, elevations and cross sections, of the sculptural landscape forms and seating shown on the approved landscape drawings, and of the boundary treatment to the River Medlock shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before the development is first occupied and shall be retained thereafter.

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 City of Manchester Unitary Development Plan Policies E3, E3.4, I3.1 and DC18.

5) The landscape scheme to all areas of the development site, except for the riverside terrace area bounded by Potato Wharf to the south east, New Elm Street to the north east and the River Medlock to the north west, shown in the approved drawings as revised under Condition 3 of this permission shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to City of Manchester Unitary Development Plan Policies E3 and I3.1.

6) The landscape scheme to the riverside terrace area bounded by Potato Wharf to the south east, New Elm Street to the north east and the River Medlock to the north west, shown in the approved drawings as revised under Condition 5 of this permission shall be implemented before the development hereby approved is first occupied and shall be retained as a landscaped area accessible to the public at all times thereafter. 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 that this area is retained as a publicly accessible area, pursuant to City of Manchester Unitary Development Plan Policies E3 and I3.1.

7) All landscaped areas within the site shall be fully maintained in accordance with a maintenance regime to be submitted to and approved in writing by the City Council as local planning authority before the development is first occupied. The maintenance regime shall include details of the upkeep of all plants, collection of litter and reinstatement of failed plants and other materials.

Reason – To ensure that the landscaped areas within the development site are maintained to an acceptable standard in the interests of visual amenity,

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pursuant to the City of Manchester Unitary Development Plan Policies E3, E3.4 and I3.1.

8) Construction of the works hereby approved by this permission shall not take place unless and until samples and specifications of the materials to be used on all external elevations and areas of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials.

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 City of Manchester Unitary Development Plan Policies E3 and I3.1.

9) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated in York stone within six months of any part of the development first being occupied, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and the site's location within Castlefield Conservation Area, pursuant to City of Manchester Unitary Development Plan Policies E3.6, E3.8 and DC18.

10) Before the development hereby approved is first occupied, full details, including plans, elevations and cross sections, of the two pedestrian bridges shown on the approved drawings shall be submitted to and approved in writing by the City Council as local planning authority. The bridges shall be constructed and ready for use within six months of the development first being occupied, or within a timescale to be agreed in writing by the City Council as local planning authority, and shall be retained thereafter.

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, and to improve accessibility within the area pursuant to City of Manchester Unitary Development Plan Policies E3, E3.4, I3.1 and DC18.

11) Notwithstanding the details shown on the approved drawings and before the development commences, full details, including elevations, cross sections and details of materials and finishes, of the proposed vehicle barriers to the canal edge and within the surface car park below the railway viaduct, shall be submitted to and approved in writing by the City Council as local planning authority, before development commences.

Reason - In the interests of amenity and to ensure that the barriers are consistent with the site's location within Castlefield Conservation Area, pursuant to the City of Manchester Unitary Development Plan Policies E3.6, E3.8 and DC18.

12) The development hereby approved shall include acoustic glazing and acoustically treated ventilation 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 acoustic

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attenuation scheme hereby approved shall be implemented in full before use of the premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the adopted UDP.

13) Before the development hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the adopted UDP.

14) 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 necessary site investigations and remedial measures 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.

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 PPS 23.

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

a) Assesses the impact of the development on television signal reception within the potential impact area identified in the TVA Installations (Stockport) Ltd report dated 24 August 2006 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. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of whether 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.

16) Refuse shall be collected from the development on a twice-weekly basis.

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

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

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to City of Manchester Unitary Development Plan Policies T3.1, T3.7 and RC18.

18) All vehicles entering and leaving the site during the construction period are to pass through a manned wheel wash point and the roads and pavements in the vicinity of the site shall be kept free of mud at all times during the construction period.

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 the City of Manchester Unitary Development Plan Policy H2.2.

19) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the 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".

20) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall seek to achieve the Department for Communities and Local Government's 'Code for Sustainable Homes' rating of '3 Stars'. Written confirmation of this rating is to be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of minimising the impact on the environment of the building, pursuant to adopted City of Manchester Unitary Development Plan policy E1.6, Regional Spatial Strategy policy ER13 and Planning Policy Statement 1 (PPS1).

21) The development hereby approved shall not be occupied 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 and should include details of the arrangements to be put in place and shall also identify the

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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.

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; car pool arrangements; or membership of a car club) for the needs of future residents whom may need to use a motorcar, and pursuant to Policy RC17 of the City of Manchester Unitary Development Plan.

22) The development hereby approved shall be carried out in accordance with the following drawings and information, unless otherwise agreed in writing by the City Council as Local Planning Authority:

D-10-002 Revision A (Site edged red)

B1-D-30-100 Revision H

B1-D-30-500 Revision G

B2-D-30-110 Revision G

B2-D-30-500 Revision G

D-30-000 Revision H

D-30-050

D-30-051

D-30-052

D-30-053

D-30-054 Revision A

D-30-055

D-30-600 Revision C

D-31-603 Revision B

D-31-604 Revision B

D-70-000 Revision A

D-70-010 Revision P1

D-75-001 Revision 1st

D-75-002 Revision 1st

LP 294.001 Revision H

LP 294.004 Revision A

LP 294.005 Revision A

LP 294.017

LP 294.018

LP 294.019

Landscape Projects Landscape & Public Realm Maintenance Schedule received by the local planning authority on 5 December 2006;

TVA Installations (Stockport) Ltd report dated 24 August 2006;

Livingcity Ltd Waste Management and Refuse Disposal Strategy received by the local planning authority on 16 February 2007;

The Shepherd Gilmour Geoenvironmental Desk Study and Ground Investigation dated September 2006.

The Shepherd Gilmour Contamination Risk Assessment for Controlled Waters Report: N2087/CM/ME924.1, dated December 2006

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The EPG Report on Ground Gas Risk Assessment Revision 1.0 dated January 2007

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: 082244/FO/2007/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.

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

Environmental Health
Engineering Services
Contaminated Land Section
Director Of Housing
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
English Heritage (NW Region)
Environment Agency
GMPTC
British Waterways Board
Greater Manchester Police
Greater Manchester Archaeological Unit
Greater Manchester Ecology Unit

Potato Wharf: 2 – 36 (evens); H J Hambley; Arc Northern; Youth Hostels Association; Egerton Narrowboats Ltd, The Arches Boatyard;

New Elm Road: 4; J C B Factors Ltd, Unit 2; Scientific Analysis Laboratories Ltd, Medlock House, 2; Spray Shop Supplies Ltd, 2a; Theatre Co, Unit 5; Claymore Motors, 3.

Manchester Industrial Centre, Water Street: Library Theatre Workshops, Unit 5; Next Warehouse, Unit 4; Sal, Unit 2; Claymore Motors, Unit 3; E A P International Ltd, Unit 6-8.

Ship Canal House, 17 Slate Wharf: Flat 12.
Ship Canal House, 25 Slate Wharf: Flats 1 – 8 (incl).
Ship Canal House, 27 Slate Wharf: Flats 9, 10, 11, 13 and 14.
Ship Canal House, 29 Slate Wharf: Flats 15, 16 and 17.

Ashton House, 21 Slate Wharf: Flats 1 – 6 (incl).
Ashton House, 23 Slate Wharf: Flats 7 – 14 (incl).

Bridgewater House, 5 Slate Wharf: Flats 1 – 8 (incl).
Bridgewater House, 7 Slate Wharf: Flats 9 – 14 (incl).
Bridgewater House, 9 Slate Wharf: Flats 15 – 17 (incl).

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Liverpool Road: St. John House, 123; The Commercial Hotel, 125; 127C; Ymca, Castlefield Hotel; 117 a – f (incl); 119 a – f (incl);
Woollam Place: 1 – 25 (odds)

Representations were received from the following third parties:

Environmental Health
Engineering Services
Contaminated Land Section
English Heritage (NW Region)
Environment Agency
GMPTE
British Waterways Board
Greater Manchester Police
Greater Manchester Archaeological Unit
Greater Manchester Ecology Unit
Graham Hobbs, Ymca, Castlefield Hotel, Liverpool Road, Central, Manchester, M3 4JR
Kate Phelan, Youth Hostels Association, Potato Wharf, Central, Manchester, M3 4NB
Chantelle Culshaw, 119e, Liverpool Road, Central, Manchester, M3 4JN
Glyn Redworth, 119f, Liverpool Road, Central, Manchester, M3 4JN
Mel Hefford, 3 Woollam Place, Central, Manchester, M3 4JJ
Angela Chung, 5 Woollam Place, Central, Manchester, M3 4JJ
Martin Albericci, Bridgewater House, Flat 7, 5 Slate Wharf, Central, Manchester, M15 4SW
angela chung, 5 woollam place, liverpool road, castlefield, manchester
mel hefford, 3 Woollam place, liverpool road, Castlefield
Kevin Henry, St John's Consulting Ltd, 25 Culvercliff Walk, St John's Gardens, Manchester, M3 4FL
Councillor Marc Ramsbottom, 107 Victoria Mill, Lower Vickers Street, Manchester, M40 7LJ
Leah Coburn, British Waterways, Waterside House, Waterside Drive, Wigan, WN3 5AZ

Relevant Contact Officer: : Lucy Harrison
Telephone No. : (0161) 234 4651
Email : l.harrison1@manchester.gov.uk