

REPORT FOR RESOLUTION

<u>Committee</u>	PLANNING AND HIGHWAYS
<u>Date</u>	23 October 2008
<u>Subject</u>	086042/00/2008/C2 OUTLINE APPLICATION for: the demolition of all buildings within the site edged red with the exception of former brewery building / mineral water factory on Pittbrook Street; and the principle of a mixed use development across the site to provide 1,852 residential units (Class C3), 19,677 square metres hotel floorspace (Class C1), 100,128 square metres of business floorspace (Class B1), 24,218 square metres of healthcare and community uses (Class D1), 1,548 square metres of non-food retail showroom floorspace (Class A1), 512 square metres of food retail (Class A1), 2,320 square metres of non-food retail (Class A1) and financial and professional services (Class A2), 3,820 square metres of food and drink retail (Class A3 and A4), 3,006 square metres of leisure floorspace (Class D2) and 3,825 car parking spaces with associated landscaping, open space and means of access (with Appearance, Layout, Scale and Landscaping reserved)
<u>Location</u>	Land Bounded By Fairfield Street, Ashton Old Road And Railway Viaducts, Ardwick/City Centre, Manchester,
<u>Applicant</u>	Grangefield Estates, C/o Agent
<u>Agent</u>	GVA Grimley 82 Fountain Street, Manchester, M2 2EE
<u>Report of</u>	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 recommends that the Committee be Minded to Approve outline planning application **086042/00/2008/C2** subject to the receipt of a satisfactory assessment of the impact of the proposed office development on the vitality and viability of the City Centre and East Manchester; the receipt of a phasing strategy for the whole of the site and subject to conditions identified at the end of the report; for the principle of a mixed use development across the site to provide 1,852 residential units (Class C3), 19,677 square metres hotel floorspace (Class C1), 100,128 square metres of business floorspace (Class B1), 24,218 square metres of healthcare and community uses (Class D1), 1,548 square metres of non-food retail showroom floorspace (Class A1), 512 square

metres of food retail (Class A1), 2,320 square metres of non-food retail (Class A1) and financial and professional services (Class A2), 3,820 square metres of food and drink retail (Class A3 and A4), 3,006 square metres of leisure floorspace (Class D2) and 3,825 car parking spaces with associated landscaping, open space and means of access (with Appearance, Layout, Scale and Landscaping reserved) 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.

Contact Officer(s)

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Julie Roscoe	0161 234 4552 j.roscoe@manchester.gov.uk

Background Documents

Unitary Development Plan for the City of Manchester
East Manchester Strategic Regeneration Framework 2008 – 2018
Regional Spatial Strategy

Responses of:

Head of Environmental Health
Head of Regulatory Services
Head of Engineering Services
Head of Landscape Practice (MEDC) –
GMPTE
United Utilities
Head of Environmental Services (Green Space)
Natural England
Environment Agency
Greater Manchester Geological Unit (GMGU)
British Waterways
Network Rail
Greater Manchester Ecology Unit
Greater Manchester Archaeological Unit

Third Party Consultations:

5 Billing Avenue, Manchester, M12 6EZ
6 Billing Avenue, Manchester, M12 6EZ
7 Billing Avenue, Manchester, M12 6EZ
8 Billing Avenue, Manchester, M12 6EZ
9 Billing Avenue, Manchester, M12 6EZ
86 Cotter Street, Manchester, M12 6HQ
Art Attack Exhibitions Ltd, Unit 6, Temperance Street, Manchester, M12 6HR

88 Cotter Street, Manchester, M12 6HQ
90 Cotter Street, Manchester, M12 6HQ
92 Cotter Street, Manchester, M12 6HQ
94 Cotter Street, Manchester, M12 6HQ
Scotts Clothing Corporation Ltd, 15-19, Manor Street, Manchester, M12 6HE
29 Ardwick Green North, Manchester, M12 6DL
96 Cotter Street, Manchester, M12 6HQ
81 Temperance Street, Manchester, M12 6HU
Baxter Engineering, 80 Temperance Street, Manchester, M12 6HU
Delsun (uk) Ltd, 82 Temperance Street, Manchester, M12 6HU
84 Temperance Street, Manchester, M12 6HU
City Centre Tyresave Ltd, 86-87, Temperance Street, Manchester, M12 6HU
80 Brydon Avenue, Manchester, M12 6JA
81 Brydon Avenue, Manchester, M12 6JA
82 Brydon Avenue, Manchester, M12 6JA
83 Brydon Avenue, Manchester, M12 6JA
84 Brydon Avenue, Manchester, M12 6JA
85 Brydon Avenue, Manchester, M12 6JA
86 Brydon Avenue, Manchester, M12 6JA
G B M Digital Technologies, 16-18, Midland Street, Manchester, M12 6LB
4 Midland Street, Manchester, M12 6LB
Lawrence Supply, 8 Midland Street, Manchester, M12 6LB
10 Spire Walk, Manchester, M12 6WE
12 Spire Walk, Manchester, M12 6WE
2 Spire Walk, Manchester, M12 6WE
4 Spire Walk, Manchester, M12 6WE
6 Spire Walk, Manchester, M12 6WE
8 Spire Walk, Manchester, M12 6WE
The Union, 37 Higher Ardwick, Manchester, M12 6DB
64 North Western Street, Manchester, M12 6DX
Hentcho Recycling Services Ltd, 65-66, North Western Street, Manchester,
M12 6DX
Shopmail Design, 68 North Western Street, Manchester, M12 6DX
70-71, North Western Street, Manchester, M12 6DX
Kendle Motors, 72 North Western Street, Manchester, M12 6DX
Fresh Products, 73 North Western Street, Manchester, M12 6DX
Tom Blackburn Garage, 74 North Western Street, Manchester, M12 6DX
Into Action Ltd, 76 North Western Street, Manchester, M12 6DY
77 North Western Street, Manchester, M12 6DY
Manchester Light & Stage Co, 78 North Western Street, Manchester, M12 6DY
79 North Western Street, Manchester, M12 6DY
80 North Western Street, Manchester, M12 6DY
S B Wholesalers, 82 North Western Street, Manchester, M12 6DY
Shawk Hall Products, 83 North Western Street, Manchester, M12 6DY
Bake Select, 84 North Western Street, Manchester, M12 6DY
St. Thomas Rectory, Ardwick Green North, Manchester, M12 6FZ
Manchester City Council, Operational Depot, Hooper Street, Manchester, M12
6LA
25 Aden Close, Manchester, M12 6WH
27 Aden Close, Manchester, M12 6WH
29 Aden Close, Manchester, M12 6WH
31 Aden Close, Manchester, M12 6WH
33 Aden Close, Manchester, M12 6WH

Seven Seas Knitwear Ltd, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
T C Catering Supplies Ltd, Unit 2, Dark Lane, Manchester, M12 6FA
Bearing Mart Engineering, Unit 1, Hoyle Street, Manchester, M12 6HG
Euro Caterers Ltd, Unit 2, Hoyle Street, Manchester, M12 6HG
One Man Motors, Unit 3, Hoyle Street, Manchester, M12 6HG
Jemm Motors, Unit 4, Hoyle Street, Manchester, M12 6HG
Laurence Hudghton Photography Ltd, Unit 8, Hoyle Street, Manchester, M12 6HG
Shahi Yarns Ltd, 84a, North Western Street, Manchester, M12 6DY
25 Paddock Street, Manchester, M12 6HT
27 Paddock Street, Manchester, M12 6HT
29 Paddock Street, Manchester, M12 6HT
19 Aden Close, Manchester, M12 6WD
21 Aden Close, Manchester, M12 6WD
1 Ashlar Drive, Manchester, M12 6WN
3 Ashlar Drive, Manchester, M12 6WN
5 Ashlar Drive, Manchester, M12 6WN
2 Morna Walk, Manchester, M12 6WP
4 Morna Walk, Manchester, M12 6WP
6 Morna Walk, Manchester, M12 6WP
8 Morna Walk, Manchester, M12 6WP
10 Morna Walk, Manchester, M12 6WP
12 Morna Walk, Manchester, M12 6WP
14 Morna Walk, Manchester, M12 6WP
16 Morna Walk, Manchester, M12 6WP
18 Morna Walk, Manchester, M12 6WP
20 Morna Walk, Manchester, M12 6WP
42 Higher Ardwick, Manchester, M12 6DA
Manchester Garage Doors, 70 Temperance Street, Manchester, M12 6HU
United Clothing Uk Ltd, Victoria House, 21 Manor Street, Manchester, M12 6HE
2 Midland Street, Manchester, M12 6LB
Flat 1, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
79 Brydon Avenue, Manchester, M12 6JA
Henry Boot Construction (uk) Ltd, 71 Ardwick Green North, Manchester, M12 6FX
23 Aden Close, Manchester, M12 6WH
10 Higher Ardwick, Manchester, M12 6BZ
Canda Technical, 94 Temperance Street, Manchester, M12 6HU
City Electrical Factors Ltd, Unit 2, Thames Industrial Estate Higher Ardwick, Manchester, M12 6DD
Arawak Walton Housing Association, Margaret House, 23 Manor Street, Manchester, M12 6HE
Mancunian Garage, Unit 6, Hoyle Street, Manchester, M12 6HG
Cooneen Textiles Ltd, Unit 1, Dark Lane, Manchester, M12 6FA
George House Trust, 75-77, Ardwick Green North, Manchester, M12 6FX
Loftus Motors, 2-3, Tonge Street, Manchester, M12 6LY
Brandwoods, Unit 5, Thames Industrial Estate Higher Ardwick, Manchester, M12 6DD
25 Manor Street, Manchester, M12 6HE
32 Club, 8 Higher Ardwick, Manchester, M12 6BZ
104 Temperance Street, Manchester, M12 6HR
37 Brydon Avenue, Manchester, M12 6DQ

39 Brydon Avenue, Manchester, M12 6DQ
41 Brydon Avenue, Manchester, M12 6DQ
43 Brydon Avenue, Manchester, M12 6DQ
45 Brydon Avenue, Manchester, M12 6DQ
47 Brydon Avenue, Manchester, M12 6DQ
49 Brydon Avenue, Manchester, M12 6DQ
25 Billing Avenue, Manchester, M12 6EZ
27 Billing Avenue, Manchester, M12 6EZ
185 Fairfield Street, Manchester, M12 6EE
Unit 5, Hoyle Street, Manchester, M12 6HG
Total Fina Elf, Ardwick Service Station, Chancellor Lane, Manchester, M12 6JZ
Hilclare Ltd, Unit 1, Bond Street Industrial Estate Mancunian Way, Manchester, M12 6HW
John Grundy Labels Ltd, 137 Fairfield Street, Manchester, M12 6FJ
Ark Traders, 2 Pin Mill Brow, Manchester, M12 6EH
11 Brydon Avenue, Manchester, M12 6DQ
13 Brydon Avenue, Manchester, M12 6DQ
15 Brydon Avenue, Manchester, M12 6DQ
17 Brydon Avenue, Manchester, M12 6DQ
19 Brydon Avenue, Manchester, M12 6DQ
21 Brydon Avenue, Manchester, M12 6DQ
23 Brydon Avenue, Manchester, M12 6DQ
25 Brydon Avenue, Manchester, M12 6DQ
27 Brydon Avenue, Manchester, M12 6DQ
29 Brydon Avenue, Manchester, M12 6DQ
31 Brydon Avenue, Manchester, M12 6DQ
33 Brydon Avenue, Manchester, M12 6DQ
35 Brydon Avenue, Manchester, M12 6DQ
Associated Cabs, 95 Temperance Street, Manchester, M12 6HU
81 North Western Street, Manchester, M12 6DY
Shaheen Knitwear, 17 Manor Street, Manchester, M12 6HE
Auto Windscreens, Unit 3, Thames Industrial Estate Higher Ardwick, Manchester, M12 6DD
James Brandwood & Co Ltd, Unit 4, Thames Industrial Estate Higher Ardwick, Manchester, M12 6DD
Bakewell, 99 North Western Street, Manchester, M12 6JL
Rockys, 96b, North Western Street, Manchester, M12 6JL
Wing Fat Ltd, 96c, North Western Street, Manchester, M12 6JL
Appliance Uk, 40 Higher Ardwick, Manchester, M12 6DA
High Impact Labels, 44 Higher Ardwick, Manchester, M12 6DA
Sky Knitwear Import Export Ltd, 132-134, Higher Ardwick, Manchester, M12 6DA
72 Temperance Street, Manchester, M12 6HU
Mr Pigs Motorcycles, 67 Temperance Street, Manchester, M12 6DP
C H S Cases, 60 Temperance Street, Manchester, M12 6DP
Geoff Smith Photography, Old School House, Thirsk Street, Manchester, M12 6FW
Passion Knitwear Ltd, Dark Lane, Manchester, M12 6FA
Ideal Printing Services, Mill Green Street, Manchester, M12 6FB
Neil Ainsworth Partnership, 115 Fairfield Street, Manchester, M12 6EL
M & B Repairs, 127 Fairfield Street, Manchester, M12 6EL
Mr Clutch, Blackett Street, Manchester, M12 6EJ

M Adams (floorcoverings) Ltd, Unit E, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
Unit B, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
The Moseley Rubber Co Ltd, Hoyle Street, Manchester, M12 6HL
Capricorn Iv, 58-60, Higher Ardwick, Manchester, M12 6DA
Manchester Sandwich Co, 73 Temperance Street, Manchester, M12 6HU
Flat 2, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 3, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 4, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 5, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 6, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 7, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
Flat 8, Aloysius House 2-4, Palfrey Place, Manchester, M12 6BY
David Seed Photography, Unit A, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
Telegraph Service Stations Ltd, 38 Ashton Old Road, Manchester, M12 6LP
Supertech, Arch 9-10, Blind Lane, Manchester, M12 6JT
Arch 5, Blind Lane, Manchester, M12 6JT
Arch 13, Blind Lane, Manchester, M12 6JT
54 Higher Ardwick, Manchester, M12 6DA
Amato Products Ltd, 101 North Western Street, Manchester, M12 6JL
Worlds Apart, Unit C, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
Sandy Press Ltd, 2 Handsworth Street, Manchester, M12 6LH
Sarwar & Sons, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
Guardian Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
Nafeece Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
S R Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
T N S Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
Y & M Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
New Spars Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
Sana, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
Ashfaq Knitwear, Majid House 37-49, Devonshire Street North, Manchester, M12 6JR
The Church Inn, 45-47, Ardwick Green North, Manchester, M12 6FZ
The Kings Hotel, 13 Chancellor Lane, Manchester, M12 6JZ
Shop Direct Group Ltd, Universal House, Devonshire Street, Manchester, M60 6EL
K Abduleezer, Emitex House, 31 St. Andrews Street, Manchester, M1 2AH
K G Christys & Co Ltd, Helmet Street, Manchester, M1 2NT
3 Pittbrook Street, Manchester, M12 6LT
Mona Lisa Manchester Ltd, 97 North Western Street, Manchester, M12 6JL
August Fischer (uk) Ltd, 105 Temperance Street, Manchester, M12 6HR
Joe Farrell Haulage & Contracting Ltd, 93 Temperance Street, Manchester, M12 6HU
Produce Partners, 75-76, Temperance Street, Manchester, M12 6HU

29a, Ardwick Green North, Manchester, M12 6DL
Chancellor Sandwich Bar, 2 Chancellor Lane, Manchester, M12 6JY
Hugo James Ltd, Unit D, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
Horizon Knitwear, Horizon House, Harkness Street, Manchester, M12 6BT
67 Ardwick Green North, Manchester, M12 6FX
Greater Manchester Centre For Voluntary Organisation, St. Thomas Centre, Ardwick Green North, Manchester, M12 6FZ
Key2sell Ltd, 78b, Temperance Street, Manchester, M12 6HU
Charlton Manor Estates Ltd, 27 Ardwick Green North, Manchester, M12 6FZ
Parcelforce Worldwide, Travis Street, Manchester, M1 2NG
Source Of Life, Sol House, 117 Fairfield Street, Manchester, M12 6EL
Pipe Centre, 2 Raven Street, Manchester, M12 6PP
83 Ardwick Green North, Manchester, M12 6FX
29 Higher Ardwick, Manchester, M12 6DB
79 Ardwick Green North, Manchester, M12 6FX
25 Higher Ardwick, Manchester, M12 6DB
61 North Western Street, Manchester, M12 6DX
Andy Simpson Advertising Ltd, 27 Manor Street, Manchester, M12 6HE
M J Kilham, 27 Manor Street, Manchester, M12 6HE
12 St. Gregorys Road, Manchester, M12 6FT
14 St. Gregorys Road, Manchester, M12 6FT
18 St. Gregorys Road, Manchester, M12 6FT
20 St. Gregorys Road, Manchester, M12 6FT
24 St. Gregorys Road, Manchester, M12 6FT
81 Ardwick Green North, Manchester, M12 6FX
85 Ardwick Green North, Manchester, M12 6FX
89 Ardwick Green North, Manchester, M12 6FX
Williams Pallet Services Ltd, Higher Ardwick, Manchester, M12 6DB
Car Cut, Unit 7, Hoyle Street, Manchester, M12 6HG
Eurobox, 96a, North Western Street, Manchester, M12 6JL
91 North Western Street, Manchester, M12 6JL
27 St. Gregorys Road, Manchester, M12 6FT
16 St. Gregorys Road, Manchester, M12 6FT
23 St. Gregorys Road, Manchester, M12 6FT
21 St. Gregorys Road, Manchester, M12 6FT
25 St. Gregorys Road, Manchester, M12 6FT
73 Ardwick Green North, Manchester, M12 6FX
Complete Demolition Ltd, Redgate House, Hoyle Street, Manchester, M12 6HG
Arch 15, Blind Lane, Manchester, M12 6JT
Arch 14, Blind Lane, Manchester, M12 6JT
Arch 6, Blind Lane, Manchester, M12 6JT
William James, Arch 7-8, Blind Lane, Manchester, M12 6JT
Arch 12, Blind Lane, Manchester, M12 6JT
Kelly, Arch 16, Blind Lane, Manchester, M12 6JT
69 Temperance Street, Manchester, M12 6HU
Tim Ainsworth Photography, 24 Midland Street, Manchester, M12 6LB
Flat 1, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 2, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 3, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER
Flat 6, Hudson Court, 61 Ardwick Green North, Manchester, M12 6ER

Turner Bianca, 12-14, Midland Street, Manchester, M12 6LB
Flat 1, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 2, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 3, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 6, Hudson Court, 63 Ardwick Green North, Manchester, M12 6ER
Flat 1, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 2, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 3, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 4, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 5, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
Flat 6, Hudson Court, 65 Ardwick Green North, Manchester, M12 6ER
107 Temperance Street, Manchester, M12 6HR
Hillcare, Unit 2, Bond Street Industrial Estate Mancunian Way, Manchester,
M12 6HW
Stocktons, 96d, North Western Street, Manchester, M12 6JL
Fungal Biology Ltd, The Works Business Centre, 5 Union Street, Manchester,
M12 4JD
Apartment 1, 1 Durling Street, Manchester, M12 6FS
Melody Thresh Management Associates Ltd, 27 Ardwick Green North,
Manchester, M12 6FZ
Rink Air Conditioning Equipment Ltd, Midland Street, Manchester, M12 6LB
27 Ardwick Green North, Manchester, M12 6DL
Chatsworth Investments Ltd, The Works Business Centre, 5 Union Street,
Manchester, M12 4JD
Shawe Hall, 85 North Western Street, Manchester, M12 6DY
Hire 2, Unit A, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE
John Kershaw & Co, Raven House, 113 Fairfield Street, Manchester, M12 6EL
Supply Uk Ltd, 102 North Western Street, Manchester, M12 6DY
Gateway Co, 59 Temperance Street, Manchester, M12 6DP
Unit 7, Temperance Street, Manchester, M12 6HR
101 Fairfield Street, Manchester, M1 2WG
Compuweb Online Ltd, The Works Business Centre, 5 Union Street,
Manchester, M12 4JD
Zephyr Couriers, 27 Manor Street, Manchester, M12 6HE
Barnardos, 69 Ardwick Green North, Manchester, M12 6ES
West Way Manchester, Chancellor Lane, Manchester, M12 6JZ
Urban Fabrication & Engineering Ltd, 100 Temperance Street, Manchester,
M12 6HU
106 Temperance Street, Manchester, M12 6HR
3d Set Co Ltd, Unit 8, Temperance Street, Manchester, M12 6HR
Cazco Interiors Uk, 98 North Western Street, Manchester, M12 6JL
Northern Way Properties Ltd, Universal House, Devonshire Street North,
Manchester, M12 6JE
Mason Williams Ltd, 1 Universal Square, Devonshire Street North, Manchester,
M12 6JH
One21designs Ltd, 2 Universal Square, Devonshire Street North, Manchester,
M12 6JH
3 Universal Square, Devonshire Street North, Manchester, M12 6JH
Block D, Universal Square, Devonshire Street North, Manchester, M12 6JH
Block E, Universal Square, Devonshire Street North, Manchester, M12 6JH

Blue Prism Ltd, The Works Business Centre, 5 Union Street, Manchester, M12 4JD
4 Travis Street, Manchester, M1 2NF
62 North Western Street, Manchester, M12 6DX
Step Up It Training Ltd, The Works Business Centre, 5 Union Street, Manchester, M12 4JD
F D T Transport Ltd, Fairfield Street, Manchester, M12 6EL
P G A Rewinds, 58 Temperance Street, Manchester, M12 6DP
Dixon Bate Framing, 94 Fairfield Street, Manchester, M1 2WR
Flat 25, 1 Barleywood Drive, Manchester, M11 3LP
A F G Manchester, Chancellor Lane, Manchester, M12 6JZ
Touchstar International Sales Ltd, 2 Universal Square, Devonshire Street North, Manchester, M12 6JH
Gen X I T Ltd, Choudhary House, 24 Dark Lane, Manchester, M12 6FA
Pc World, Pin Mill Brow, Manchester, M12 6EH
Lifeline Direct Ltd, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
Flat 2, 10 Higher Ardwick, Manchester, M12 6BZ
Flat 3, 10 Higher Ardwick, Manchester, M12 6BZ
17-19, Harkness Street, Manchester, M12 6BT
Apartment 2, 1 Durling Street, Manchester, M12 6FS
Shopmate, 68 North Western Street, Manchester, M12 6DX
Manchester Working Ltd, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
Livingcity Ltd, Livingcity Centre, 10 Durling Street, Manchester, M12 6FS
His YarnTex, 84a, North Western Street, Manchester, M12 6DY
Network Rail Ltd, 4 Travis Street, Manchester, M1 2NY
PO Box 274, Manchester, M12 6WT
Chuk Ltd, PO Box 305, Manchester, M12 6WQ
T I Grocers & Newsagents (uk) Ltd, 2 Universal Square, Devonshire Street North, Manchester, M12 6JH
Jade 2003 Ltd, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
Claims Handling Uk, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
Enterprise Care Group, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
At Your Service, The Works Business Centre, 5 Union Street, Manchester, M12 4JD
Brandswear Direct, 15-19, Manor Street, Manchester, M12 6HE
Legal Costs Associates Ltd, 1 Universal Square, Devonshire Street North, Manchester, M12 6JH
Isis Rentals Ltd, 139 Ashton Old Road, Manchester, M12 6LE
Chatfields Of Manchester, 40-46, Ashton Old Road, Manchester, M12 6NA
282 Viaduct Street, Manchester, M12 6NE
284 Viaduct Street, Manchester, M12 6NE
286 Viaduct Street, Manchester, M12 6NE
288 Viaduct Street, Manchester, M12 6NE
290 Viaduct Street, Manchester, M12 6NE
292 Viaduct Street, Manchester, M12 6NE
294 Viaduct Street, Manchester, M12 6NE
296 Viaduct Street, Manchester, M12 6NE
298 Viaduct Street, Manchester, M12 6NE

300 Viaduct Street, Manchester, M12 6NE
302 Viaduct Street, Manchester, M12 6NE
304 Viaduct Street, Manchester, M12 6NE
308 Viaduct Street, Manchester, M12 6NE
14 Spire Walk, Manchester, M12 6WE
16 Spire Walk, Manchester, M12 6WE
20 Spire Walk, Manchester, M12 6WE
22 Spire Walk, Manchester, M12 6WE
24 Spire Walk, Manchester, M12 6WE
210 Viaduct Street, Manchester, M12 6WF
212 Viaduct Street, Manchester, M12 6WF
214 Viaduct Street, Manchester, M12 6WF
216 Viaduct Street, Manchester, M12 6WF
218 Viaduct Street, Manchester, M12 6WF
220 Viaduct Street, Manchester, M12 6WF
222 Viaduct Street, Manchester, M12 6WF
224 Viaduct Street, Manchester, M12 6WF
226 Viaduct Street, Manchester, M12 6WF
246 Viaduct Street, Manchester, M12 6WF
248 Viaduct Street, Manchester, M12 6WF
250 Viaduct Street, Manchester, M12 6WF
252 Viaduct Street, Manchester, M12 6WF
254 Viaduct Street, Manchester, M12 6WF
256 Viaduct Street, Manchester, M12 6WF
258 Viaduct Street, Manchester, M12 6WF
260 Viaduct Street, Manchester, M12 6WF
262 Viaduct Street, Manchester, M12 6WF
264 Viaduct Street, Manchester, M12 6WF
266 Viaduct Street, Manchester, M12 6WF
268 Viaduct Street, Manchester, M12 6WF
270 Viaduct Street, Manchester, M12 6WF
272 Viaduct Street, Manchester, M12 6WF
274 Viaduct Street, Manchester, M12 6WF
276 Viaduct Street, Manchester, M12 6WF
278 Viaduct Street, Manchester, M12 6WF
280 Viaduct Street, Manchester, M12 6WF
10 Markham Close, Manchester, M12 6WR
2 Markham Close, Manchester, M12 6WR
4 Markham Close, Manchester, M12 6WR
6 Markham Close, Manchester, M12 6WR
8 Markham Close, Manchester, M12 6WR
Enterprise Rent A Car, 131 Ashton Old Road, Manchester, M12 6LE
Manchester Care Ltd, Eastcliffe Residential Care Home, Markham Close,
Manchester, M12 6WR
1 Aden Close, Manchester, M12 6WD
3 Aden Close, Manchester, M12 6WD
5 Aden Close, Manchester, M12 6WD
7 Aden Close, Manchester, M12 6WD
9 Aden Close, Manchester, M12 6WD
11 Aden Close, Manchester, M12 6WD
13 Aden Close, Manchester, M12 6WD
15 Aden Close, Manchester, M12 6WD
17 Aden Close, Manchester, M12 6WD

2 Lacy Walk, Manchester, M12 6WG
4 Lacy Walk, Manchester, M12 6WG
6 Lacy Walk, Manchester, M12 6WG
8 Lacy Walk, Manchester, M12 6WG
10 Lacy Walk, Manchester, M12 6WG
12 Lacy Walk, Manchester, M12 6WG
14 Lacy Walk, Manchester, M12 6WG
16 Lacy Walk, Manchester, M12 6WG
18 Lacy Walk, Manchester, M12 6WG
20 Lacy Walk, Manchester, M12 6WG
2 Coalbrook Walk, Manchester, M12 6WJ
4 Coalbrook Walk, Manchester, M12 6WJ
6 Coalbrook Walk, Manchester, M12 6WJ
8 Coalbrook Walk, Manchester, M12 6WJ
10 Coalbrook Walk, Manchester, M12 6WJ
2 Alderman Square, Manchester, M12 6WL
4 Alderman Square, Manchester, M12 6WL
6 Alderman Square, Manchester, M12 6WL
8 Alderman Square, Manchester, M12 6WL
10 Alderman Square, Manchester, M12 6WL
12 Alderman Square, Manchester, M12 6WL
14 Alderman Square, Manchester, M12 6WL
2 Helsby Walk, Manchester, M12 6WS
4 Helsby Walk, Manchester, M12 6WS
6 Helsby Walk, Manchester, M12 6WS
8 Helsby Walk, Manchester, M12 6WS
10 Helsby Walk, Manchester, M12 6WS
12 Helsby Walk, Manchester, M12 6WS
306 Viaduct Street, Manchester, M12 6NE
48 Ashton Old Road, Manchester, M12 6LP
P Mcguiness & Co Ltd, Unit 15, Rondin Road, Manchester, M12 6BF
228 Viaduct Street, Manchester, M12 6WF
M G M Motors Ltd, 139 Ashton Old Road, Manchester, M12 6LE
Propaganda Uk Ltd, Unit 21, Rondin Road, Manchester, M12 6BF
Unit 1, Rondin Road, Manchester, M12 6BF
Unit 17-19, Rondin Road, Manchester, M12 6BF
1 Rondin Road, Manchester, M12 6LL
W Howarth Metals, 109 Jersey Street, Manchester, M4 6JG
31 Cotter Street, Manchester, M12 6EY
33 Cotter Street, Manchester, M12 6EY
35 Cotter Street, Manchester, M12 6EY
37 Cotter Street, Manchester, M12 6EY
39 Cotter Street, Manchester, M12 6EY
21 Thirsk Street, Manchester, M12 6FW
31 Paddock Street, Manchester, M12 6HT
33 Paddock Street, Manchester, M12 6HT
35 Paddock Street, Manchester, M12 6HT
37 Paddock Street, Manchester, M12 6HT
39 Paddock Street, Manchester, M12 6HT
41 Paddock Street, Manchester, M12 6HT
Arch 11, Blind Lane, Manchester, M12 6JT
33 Harkness Street, Manchester, M12 6BT
Securitas (uk) Ltd, Union Street, Manchester, M12 4JD

Currie Contracts, St. Andrews Square, Manchester, M1 2NS
Mayfield Storage Distribution, The Mayfield Centre, Fairfield Street,
Manchester, M1 2QF
108c, North Western Street, Manchester, M1 2WS
Pipeline Center, 2 Helmet Street, Manchester, M1 2NT
Post Office, 12-21, Piccadilly Trading Estate, Manchester, M1 2NP
Fletchers Garages, 100 Fairfield Street, Manchester, M1 2WR
Manchester Drug Service, 104-108, Fairfield Street, Manchester, M1 2WR
Jack Cohen & Sons, 107 Fairfield Street, Manchester, M1 2WG
Photo Link, St. Thomas Parish Rooms, Niven Street, Manchester, M12 6PQ
Triangle Architects, 113 Fairfield Street, Manchester, M12 6EL
5 Pittbrook Street, Manchester, M12 6LR
15 Higher Ardwick, Manchester, M12 6DB
17 Higher Ardwick, Manchester, M12 6DB
19 Higher Ardwick, Manchester, M12 6DB
21 Higher Ardwick, Manchester, M12 6DB
23 Higher Ardwick, Manchester, M12 6DB
31 Higher Ardwick, Manchester, M12 6DB
33 Higher Ardwick, Manchester, M12 6DB
35 Higher Ardwick, Manchester, M12 6DB
27 Higher Ardwick, Manchester, M12 6DB
12 Durling Street, Manchester, M12 6FS
14 Durling Street, Manchester, M12 6FS
3 St. Gregorys Road, Manchester, M12 6FT
5 St. Gregorys Road, Manchester, M12 6FT
7 St. Gregorys Road, Manchester, M12 6FT
9 St. Gregorys Road, Manchester, M12 6FT
11 St. Gregorys Road, Manchester, M12 6FT
15 St. Gregorys Road, Manchester, M12 6FT
17 St. Gregorys Road, Manchester, M12 6FT
19 St. Gregorys Road, Manchester, M12 6FT
2 St. Gregorys Road, Manchester, M12 6FT
4 St. Gregorys Road, Manchester, M12 6FT
6 St. Gregorys Road, Manchester, M12 6FT
8 St. Gregorys Road, Manchester, M12 6FT
10 St. Gregorys Road, Manchester, M12 6FT
11 Higher Ardwick, Manchester, M12 6DB
1 St. Gregorys Road, Manchester, M12 6FT
Premier Knitwear Uk Ltd, 25-27, Harkness Street, Manchester, M12 6BT
87 Ardwick Green North, Manchester, M12 6FX
22 St. Gregorys Road, Manchester, M12 6FT
3 Higher Ardwick, Manchester, M12 6DB
5 Higher Ardwick, Manchester, M12 6DB
7 Higher Ardwick, Manchester, M12 6DB
9 Higher Ardwick, Manchester, M12 6DB
Ashbury Service Station, Ashton Old Road, Manchester, M11 3LW
Power League, 20 Union Street, Manchester, M12 4JD
Brydon Court 1-3, Union Street, Manchester, M12 4JD
Gerards Ice Cream Co, William Street, Manchester, M12 5FX
Mass Measuring Systems Ltd, Measurement House, Mancunian Way,
Manchester, M12 6HN
Refinery Group Ltd, Pittbrook House, 10 Pittbrook Street, Manchester, M12 6JX
Manchester Mercedes Benz Direct, 83 Ashton Old Road, Manchester, M12 6BL

Sanderson Ford & Truck, Ashton Old Road, Manchester, M12 6JD
G U S Catalogue Order Ltd, Universal House, Devonshire Street North,
Manchester, M12 6JG

Photolink, Old School House, Thirsk Street, Manchester, M12 6PN

Park Inn, 17 Cotter Street, Manchester, M12 6EY

50 Cotter Street, Manchester, M12 6EY

52 Cotter Street, Manchester, M12 6EY

54 Cotter Street, Manchester, M12 6EY

56 Cotter Street, Manchester, M12 6EY

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80 Cotter Street, Manchester, M12 6EY

1 Billing Avenue, Manchester, M12 6EZ

10 Billing Avenue, Manchester, M12 6EZ

11 Billing Avenue, Manchester, M12 6EZ

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13 Billing Avenue, Manchester, M12 6EZ

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20 Billing Avenue, Manchester, M12 6EZ

3 Billing Avenue, Manchester, M12 6EZ

4 Billing Avenue, Manchester, M12 6EZ

Wards affected

Ardwick Ward

City Centre Ward

Implications for:

Anti-poverty
No

Equal Opportunities
Yes

Environment
Yes

Employment
Yes

- 1 **Background.** The application site extends to 15.4 hectares (38 acres). It is triangular in shape and is located on the southeast edge of the City Centre, straddling the boundary between the City Centre and East Manchester. It is

situated adjacent to Ashton Old Road at the confluence of the River Medlock Valley, the Mancunian Way, Fairfield Street and Northwestern Street.

1.2 In March 2008 the site was subject to a report to the Executive who considered and endorsed the approval of the heads of terms and authority to enter into a development agreement with Grangefield Estates Limited (the applicant).

1.3 The majority of the site lies within the East Manchester Strategic Regeneration Area. In December 2007, the Executive approved the East Manchester Strategic Regeneration Framework as the basis for taking forward regeneration of the area over the next ten years and approved the framework's adoption as a material consideration for development control purposes. In terms of the relationship between Grangefield's proposals and the Framework there is consistency and a very strong fit. This proposal supports the aspiration to develop an 'Arc of Employment' along Great Ancoats Street and reinforces New East Manchester's aspirations to rebuild the area's economic base by encouraging those businesses within competitive economic sectors to locate within East Manchester. The Grangefield scheme seeks to establish a sense of place and character through the creative design of buildings and public space thereby supporting the Regeneration Framework's demands for renewal of the physical landscape of East Manchester so that it explicitly supports the development of a new economic base through world class public realm, high quality amenity space, and iconic buildings. Chancellor Place also aims to create a new high quality residential neighbourhood that can attract and retain working households.

1.4 Grangefield has developed a health anchored mixed use concept for the site. It was inspired by Beacon Court on the outskirts of Dublin – a successful £550m development comprising residential, hotel, a private healthcare facility, retail and offices. A report commissioned by Grangefield and carried out by Tribal, shows that the market in private and lifestyle healthcare is growing rapidly and shows no sign of abating. This market is aimed at being additional to rather than replacing traditional national health provision. It is considered that the attraction of a health anchor will lead to a range of complimentary and subsidiary businesses co-locating to create the health campus.

1.5 A masterplan has been prepared for Grangefield by a consultant team comprising Edaw, GVA Grimley and Martin Stockly Associates.

2. Introduction

2.1 Outline planning permission is being sought for a new mixed use development anchored by a healthcare facility and includes businesses, residential, hotel, retail, food and drink, leisure, healthcare and community uses, as well as car parking and areas of public realm. The site has already been identified in paragraph 1 but it is also noted that adjacent to the site is the West Coast Main railway line viaduct which runs from the north west corner of the site to the south eastern end of the site, and also adjacent to the site is a disused railway viaduct running between Ashton Old Road and the west Coast main Line. The Mancunian Way runs north south through the western half of the site and delineates the boundary between the City Centre and East Manchester. Other defining features traversing the site are the River Medlock, Chancellor Lane and Midland Street. the site has a total area of 15.4 hectares (38 acres).

- 2.2 Historically this site has had a varied pattern of land uses. Up until the early twentieth century the site was predominantly residential with some industrial uses and based around a dense Victorian street network. Thereafter it experienced gradual industrialisation and loss of residential use and the site now shows little evidence of the previous dense street pattern. Industrial expansion continued into the mid-to late nineteenth century with the establishment of two breweries, mineral water works, other industrial works and schools and housing. During the early twentieth century the function of some of the mills and industrial works changed, whilst during the latter part of the twentieth century the late eighteenth century and nineteenth century buildings were largely demolished and replaced by a series of industrial units and warehouses. The railway cutting was filled in sometime between 1974 and 1989 and land use remains industrial in nature. Though parts of the site are in use there are a number of disused and vacant elements to this day.
- 2.3 The physical environment and quality of a number of premises have degraded and give a poor perception of the area generally. The triangular area of the site to the east bounded by Chancellor Lane, Ashton Old Road and the redundant railway currently houses a petrol station, clothing manufacturers, oriental supermarket, and a commercial vehicle repair service (CD Bramhall) along with a series of vacant pockets of land.
- 2.4 The area to the west lying between Mancunian Way and Chancellor Lane comprises a range of commercial uses including a Nissan garage. The remaining buildings on this part of the site range between 1 and 3 storeys, are largely brick built with various industrial and commercial uses occupying them. The railway arches underneath the West Coast Main Line area also occupied by various commercial and industrial premises.
- 2.5 The area of land to the east of Midland Street is characterised by larger industrial units and the City Council's Hooper Street Depot. Some of the redundant railway arches are occupied by businesses. The western element of the site, west of the Mancunian Way comprises a range of 2-3 storey brick built warehouses and railway arches underneath the west Coast main Line used for various industrial and commercial activities. There is also a garage, healthcare centre (NHS) and a picture framing repair business on Fairfield street.
- 2.6 None of the site falls within a conservation area and there are no listed buildings within the application site area or adjacent.

3 The Application

- 3.1 The proposal is for a new mixed use development which will include businesses (Class B1a and B1b), residential (Class C3), financial and professional (Class A2), Hotel (Class C1), retail (Class A1), food and drink (Class A3 and A4), leisure (Class D2), healthcare and community uses (Class D1) as well as car parking and areas of public realm.
- 3.2 In summary the, the application comprises the following elements:
- 24,218 sqm of healthcare and community uses (Class D1).
 - 10,128 sqm of business floorspace (Class B1);

- 1,852 residential units (Class C3) comprising a range of housing types. The accommodation schedule includes 2, 3 and 4 bedroom family accommodation and 2 and 3 bedroom apartments;
- 19,677 sqm hotel floorspace (Class C1). The accommodation schedule proposes two hotel buildings, a quality hotel fronting Fairfield Street and a budget aparthotel on the corner of Ashton Old road and Chancellor Lane;
- 1,5548 sqm non-food retail (Class A1) showrooms to animate frontage along Ashton Old Road;
- 512 sqm food retail (Class A1) to provide a local convenience facility along Chancellor Lane;
- 2.320 sqm non food retail (Class A1) and financial and professional services (Class A2) to create a high street frontage along Chancellor Lane;
- 3,820 sqm of food and drink retail (Class A3 and A4) throughout the scheme;
- 3,006 sqm of leisure floor space (Class D2);
- 3825 associated car parking spaces; and
- associated landscaping, open space, means of access.

3.3 The application is in outline which seeks approval for 'access only'. Scale, layout, appearance and landscaping are all reserved matters for future determination.

3.4 An indicative masterplan provided as part of the application submission, demonstrates one way in which the quantum of the development and the access for which approval is being sought could be achieved. The masterplan also provides a context for the delivery of significant regeneration outcomes from the development of this strategic site and provides a framework against which future proposals would be assessed by establishing key development principles. These are set out below:

- To develop a balanced and totally integrated mixed use scheme;
- To create a scheme of the highest design quality in terms of its urban design, architecture and public realm, and which pushes the boundaries of environmental sustainability;
- To ensure a vibrant new neighbourhood with a range and mix of residential development;
- To develop a scheme that complements development already underway or planned in New East Manchester and the City Centre.

3.5 Grangefield's proposal s seek to structure the development of Chancellor Place into 4 key areas known as 'islands'. Each island is an integrated component of the comprehensive scheme envisaged. The nature of each island can be described as follows:

- Island 1. Located to the east of the Mancunian Way – the entry point to the scheme. The design of this island utilises the River Medlock , the rail viaduct and enables an east-west link over the Mancunian Way> People are drawn into the site along the high quality 'green' pedestrian Gateway Bridge crossing the Medlock and Mancunian Way and

flanked by hotel, residential and office development, with car parking set underneath taking full advantage of levels. There are 8 buildings on this island, including two tall landmark buildings (17 and 23 storeys). The rest of the buildings are between 8 and 15 storeys in height. The layout of the island will be arranged around a new riverside public space along the River Medlock. A key feature of the proposal is a 'Green Bridge' over the Mancunian Way linking Island 1 with Island 2. The residential mix within island 1 is as follows: 6 x 3 bedroom Duplexes; 174 x 2 bedroom Apartments; and 8 x 3 bedroom apartments.

- Island 2. Located to the east of the bridge drops down to a new 'formal' public square framed by office and residential development with leisure facilities at the junction of Ashton Old Road and Chancellor Lane. Island 2 features a new pedestrian street with an interconnected daylight mall. The south side of the square is framed by medium scale offices running parallel to the railway line. Retail, bars and restaurants activate the ground floor around the square. A second hotel fronts the junction of Ashton Old Road and Chancellor Lane. Buildings on this island are between 12 and 25 storeys in height. The residential mix within island 2 is as follows: 80 x 3 bedroom duplexes; 34 x 3 bedroom apartments; and 444 x 2 bedroom apartments.
- Island 3. A strong pedestrian / cycle link carries across to the east of Chancellor Lane where a new healthcare mall sits at the junction of Chancellor Lane and Ashton Old Road. The health mall will allow patients to access a range of medical and health services from a series of providers. It is expected healthcare services to be available to a mix of NHS and private patients, and there is the potential for the health mall to include medical and health research facilities. The developer has been in discussion with a number of interested healthcare providers. Also fronting Chancellor Lane is a crèche and business uses with residential above. Fronting onto Midland street are residential apartments ranging from 5 to 8 storeys in height at key corners. The residential and healthcare buildings fronting Ashton Old Road are 8 storeys high. The residential mix within island 3 is as follows: 93 x 3 bedroom duplexes; 263 x 2 bedroom apartments; and 20 x 3 bedroom apartments.
- Island 4. The development is connected across Midland Street to the new residential neighbourhood comprising a variety of house types flanked by the redundant railway line to the east of the site. The principal uses are mainly family orientated housing with density increasing where it fronts Midland Street and Ashton Old Road. Also in the south west corner of this island and existing commercial building is potentially to be retained and converted to support a cluster of new small businesses, incubation and relocation of commercial development. Residential unit types will comprise a mix of traditional town houses and apartment blocks. Unit types will be mixed within a block and within individual buildings, maximising own front door access and allowing for a secure open space provision. Layered hard and soft landscaping both private and communal is also proposed. The residential mix within island 4 is as follows: 53 x 4 bedroom houses; 77

x 3 bedroom house; 194 x 3 bedroom duplexes; 197 x 3 bedroom apartments; and 209 x 2 bedroom apartments.

- 3.6 Car parking for island 1, 2 and 3 is proposed to be provided with a mixture of basement parking and multi storey car park located near the junction of Chancellor Lane and North Western Street. parking for residential units on island 4 is proposed to be wholly off-street. Car parking will provided on a 1:1 ratio basis for all residential units.

4. Consultations

4.1 Publicity

The proposal has been advertised in the press as:

- a major development;
- affecting a public right of way;
- a development for which an environmental impact assessment has been carried out; and
- affecting a public right of way.

- 4.5 Site notices have been displayed in and around the site and the occupiers of properties within and surrounding the site have been notified by letter. Five representations were received as a result of this publicity, which included support for and objections to the application as summarised below:

- businesses have operated for a number of years and the proposed development would disrupt the businesses and lead to job losses.
- Relocation of businesses would affect their viability.
- Some business operate from more than one building on the site and that such businesses should be located together and on one site.
- One of the buildings on the site (former brewery / mineral works) should be preserved.
- Existing businesses should be allowed to continue operating as part of the proposed development site.
- The proposed development may affect the levels of parking available for workers and visitors.
- If businesses are forced to re-locate jobs would be lost.
- Relocation will lead to rising costs, unavailability of a skilled work force and affect production levels.
- The proposal is of such magnitude and ambition that it is unrealistic and the delivery is questionable.
- Land assembly is a major issue and compulsory purchase orders are required.
- Granting outline planning permission with a standard three year condition is questionable.
- There was insufficient pre application consultations with local businesses.
- The Grangefield representative which did discuss the scheme with businesses gave incorrect information regarding the nature of the scheme.
- Finding suitable alternative property locations for existing businesses would be difficult and costly.
- Use Class B8 (Warehouse and Storage) should have been included as part of the proposal. .

- 4.6 New East Manchester Limited – although formal comments are awaited, New East Manchester have been integral to the discussions on the development from the outset.
- 4.7 Head of Environmental Health – No objections recommended conditions be imposed to control: refuse (storage and disposal); noise and acoustic attenuation / insulation measures; hours of operation; and fumes vapours and odours.
- 4.8 Head of Regulatory Services – Recommended a condition relating to an evaluation of any ground contamination and any necessary scheme of mitigation.
- 4.9 Head of Engineering Services – Recommended conditions regarding further detailed highway layouts and drawings including of the proposed bridge be submitted to and approved by the City Council.
- 4.10 Head of Landscape Practice (MEDC) – considered that the development could provide an excellent gateway to this south eastern approach to the City Centre but felt that more consideration needs to be given to the sites immediate context.
- 4.11 GMPTE – No objection but requested that a condition be imposed that required reasonable provision to be made for future tram train routes and stops.
- 4.12 GMP (Architectural Liaison Unit) – No objections.
- 4.13 United Utilities – No objection in principle and asked the developer to contact United Utilities to discuss matters relating to drainage, sewage and water supplies.
- 4.14 Head of Environmental Services (Green Space) – Considered it to be prudent to retain trees which are worthy of retention and any trees removed should be replaced.
- 4.15 Natural England – No objections.
- 4.16 Environment Agency – Recommended conditions to prevent flooding, to protect the River Medlock corridor ecological and aquatic environment; and to protect bats and their roost sites.
- 4.17 Greater Manchester Geological Unit (GMGU) – Recommended a Site Waste management Plan.
- 4.18 British Waterways – No objections.
- 4.19 Network Rail – No objection in principle to the proposal but requested that the developer take into account the sites close proximity to an operational railway line. Network Rail made several points regarding considerations which need to be taken into account and these have been forwarded to the applicant.

4.20 Greater Manchester Ecology Unit – Recommended that conditions be imposed to ensure that further surveys are carried out regarding bats, birds and Japanese Knotweed a condition was also recommended regarding landscaping planting design.

4.21 Greater Manchester Archaeological Unit – Recommended a condition be imposed which required further archaeological investigation and informative measures.

4.22 CABE – Welcomed the intention to invigorate this site and provide a link between the new developments in East Manchester and the City Centre but had a number of concerns about the proposal. These are summarised below:

- The principle of basing character areas on land use zones and with the urban structure, hierarchy and proposed routes through the site;
- The viability and suitability of housing type;
- An outline application for a scheme of this magnitude was considered inappropriate;
- The proposal should have followed the flow of a strategic plan and detailed development brief;
- The quality of development will be difficult to ensure through an outline application;
- does not support outline planning applications for tall buildings;
- A zonal approach to the development was considered inappropriate and the masterplan lacks a clear hierarchy in the streets and spaces and would inhibit way finding for pedestrians.
- Developments based upon land use zones in not conducive to creating sustainable communities and that the zonal development and use of podium blocks across the development inhibits the flexibility required for incremental change. The podiums would obscure views and the railway arches.
- Routes through the scheme are not successful.
- The scheme would eliminate any existing character. Existing elements such as the brewery building, the historic street pattern, the remaining granite kerbs and railway arches are all worthy of retention.
- The housing types would be unworkable with this density in this location and unfeasible with the quantity proposed.

4.23 Greater Manchester Primary Care Trust – No objection received any comments will be reported to Committee.

4.24 English Heritage – No objection received.

4.25 North West Regional Assembly – No objection received.

5 Issues

5.1 **Environmental Impact Assessment** - 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 in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

- Regeneration and socio-economic impact;
- Urban design and visual impact (i.e. townscape and views);
- Historic environment (i.e. archaeology and heritage context);
- Microclimate (i.e. ground-level wind conditions, sunlight/daylight);
- Local natural environment (i.e. ecology, hydrology, soils and groundwater);
- Transport;
- Air quality;
- Noise;
- TV reception;
- Cumulative impacts (i.e. on local residents and pedestrians).

5.2 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.

5.3 **Regional Spatial Strategy** - The scheme as will be demonstrated in this report is consistent with RSS policies: DP1, which gives priority to the development of sites in urban areas; DP2, which promotes sustainable communities; DP3, which promotes sustainable economic development; DP4, which promotes making the best uses of existing resources and infrastructure; DP5, which promotes the effective management of travel demand, reducing the need to travel and increasing accessibility; DP6, promoting the marriage of opportunity with need; DP7, which promotes environmental quality; DP9, promoting the reduction in emissions and adaptation to climate change; RDF1, Spatial Priorities; good design; and SP1, which promotes development in the Regional Poles.

5.4 **Unitary Development Plan** - The proposed use for the site is consistent with UDP policies that promote regeneration within the City Centre and East Manchester, building on the regeneration that has already taken place within the nearby Piccadilly Basin area and Ancoats, and stimulating investment and environmental improvements planned to take place there. The scheme is considered to be consistent with the adopted Manchester Unitary Development Plan, particularly policies E1.1 'Air Pollution', E1.5 'Energy conservation', E3.5, 'Secure Environment', RC4 'Environment', RC7 'Gateways', R1.1 'Regeneration', DC9.1 'New Commercial & Industrial Development - Access for Disabled People', DC14.5 'Shop fronts and signage', RC20 Area 4 (sub area 13); RC20 Area 5; EM1 'East Manchester' ; EM2 'Design an Sustainable Development'; EM4 'Medlock Valley'; EM17 'Sub Area 13'; and 14 'Small Area Proposals'; DC7.1 'New Housing Development'; DC9.1 'New Commercial and Industrial Development – Access for Disabled People'; DC10 'Food and Drink';

DC14 'Shop fronts and related signs'; DC16 'Street Landscapes'; DC20 'Archaeology'; DC21.1 'Flood Risk Areas'; DC22.1 'Footpath Protection'; DC26.1 'Development and Noise'; H1.1 & H1.511.2 'Employment and Economic Development'; I2 'Growth of the City's Economy'; I3 'Improving the Quality of the City's Environment'; 'Accommodating the needs and aspirations of people who want to live in Manchester'. Compliance with the relevant UDP policies is further evidenced in this report.

5.5 East Manchester Strategic Regeneration Framework (2008 – 2012). –The proposal is consistent with the Neighbourhood Development Framework for Ashton Old Road (South) and the following Physical Development Principles set out in the Framework: A1 to A5; B1 to B4; B6 to B7; C1 to C2; D1 to D6; E1; F1 to F6; G1 to G5; H1 to H7.

5.6 National Planning Policy and Government Guidance. The proposal is considered to be in accordance and consistent with National Planning Policy and Guidance in particular: PPS1 (Delivering Sustainable Development); PPS1 Supplement (Planning and Climate Change); PPS3 (Housing); PPG4 (Industrial and Commercial Development); PPS6 (Planning for Town Centres); PPS9 (Biodiversity and Geological Conservation); PPG16 (Archaeology and Planning); PPS23 (Planning and Pollution Control); PPS24 (Planning and Noise); PPS25 (Development and Flood Risk); Consultation Paper on PPS4 (Planning for Sustainable Economic Development).

Of particular note :

5.7 Planning Policy Statement No. 1 : 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.

5.8 Chancellor Place will create a mixed community achieved by the healthcare component and will include a number of other uses which will provide a new neighbourhood and sense of place in this part of the City. It will provide not only job opportunities but also new homes for choice. The principles behind the development are ones of providing high quality in terms of building fabric and the external environment. As discussed elsewhere in the report the principles being adopted are based on a safe, fully accessible, inclusive and sustainable development.. The scheme also creates linkages to adjoining areas and through the creation of the bridge over the Mancunian Way, a link between the City Centre and East Manchester. This permeability and links to the wider community will help to ensure benefits created by the proposal are not confined to Chancellor Plane only.

5.9 Planning Policy Statement No. 3 : Housing
This guidance strongly encourages the re-use of previous developed vacant or under utilised land and 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. It also provides guidance on issues such as design quality, residential mix and affordable housing. This is detailed elsewhere in this report.

- 5.10 In terms of design quality the clear intent of Chancellor Place is to create places, streets and spaces which would meet the needs of people, and be visually attractive, safe and accessible.
- 5.11 **Planning Policy Statement No. 6 : Town Centres and Retail Development**
This Government guidance on retail and other main town centre development uses such as offices, leisure uses and hotels seeks to promote vitality and viability in Town Centres by planning for growth in order to strengthen and where appropriate regenerate them. It also seeks to enhance customer choice by making provision for a range of shopping, leisure and local services, to allow choice to meet the need of the entire community, and particularly socially excluded groups. The guidance also seeks to deliver more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed-use development and promoting sustainable transport choices, including the need to travel and providing alternatives to car use.
- 5.12 This development is located within and on the edge of the City Centre. In terms of retail it would introduce 4,380sqm floorspace, but this use would be ancillary to the principle use of the site. This is evident by the distribution of the retail floorspace and the restriction on the quantum to be provided in any one phase. It is however recommended that the retail use be conditioned. As such it is considered that the scheme accords with Government guidance in terms of location.
- 5.13 In terms of the office component and PPS6, it is claimed that the nature of the offer is such that it could not easily be accommodated in a more central location and is not contrary to national guidance. Supporting information submitted by the applicant has shown that this should not compete with the City Centre developments or Central Business Park in East Manchester so as to adversely affect vitality and viability. However, some further detail is required in order to be sure that this is the case. For this reason the application remains Minded to Approve. It is however noted that a possible condition, controlling the office use is attached.
- 5.14 **Planning Policy Statement No. 9 Biodiversity and Geological Conservation**
This embodies the Government's commitment to sustainable development and to conserving the diversity of wildlife. The impact of the proposed development would have a modest effect on the ecology of the site, given the existing land use. This issue is considered elsewhere in this report.
- 5.15 **Planning Policy Guidance Note 13 : Transport**
This seeks to encourage alternative modes of transport which have less environmental impact and reduces reliance on the private car. The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. This site is in a highly accessible location close to and partly within the City Centre. It is within walking distance of Piccadilly railway and Metrolink station and enjoys a prime location on Ashton Old Road which carries a number of bus services.
- 5.16 **Planning Policy Guidance Note 15 : Planning and the Historic Environment**
This relates to the identification and protection of historic buildings, conservation areas and other elements of the historic environment. There are no listed

buildings within the site or immediately adjacent and it is not subject to conservation area designation. However, through the assessment of the proposal are buildings that have been identified as being of some local significance. This is the Brewery building which CABE has also noted. The applicants have agreed that it is worthy of retention and this will be accommodated within the development.

5.17 Planning Policy Guidance Note No. 16 : Archaeology

Government guidance provides a framework which protects scheduled ancient monuments and their settings, protects nationally important unscheduled monuments, has a presumption in favour of in-situ remains and provides for the excavation and investigation of sites which do not merit in-situ preservation.

5.18 There are no scheduled ancient monuments or nationally important ones within the site, but there is the potential for historical industrial remains which may be of local importance. Thus, there is potential for damage to archaeological remains during the demolition and ground works. Mitigation measures proposed include a programme of evaluation trenching targeted to assess the present / absence and state of preservation of any remains present, an archaeological watching brief, and a detailed desk based assessment. It is therefore proposed that an archaeological condition is attached to any planning approval.

5.19 Planning Policy Statement Note No. 23 : Planning and Pollution Control

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

5.20 In this particular instance a significant part of this site was previously used or is still in use for industrial uses, and would need to be fully remediated to allow re-use for the uses proposed.

5.21 Planning Policy Guidance Note No 24. : Planning and Noise

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses.

5.22 The distribution of uses across the site is such that there is no predicted noise issues between the various development types. Impact of noise from traffic movement has also been assessed and it is not anticipated this would be significant. As there are some uses proposed within the site that could be the source of 'localised' noise (for example, those falling within A3) it is recommended conditions are imposed to mitigate against potential harm.

5.23 Planning Policy Guidance Note No. 25 : Flood Risk

This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

5.24 This issue has been the subject of discussion with the Environment Agency who has confirmed that there are no objections to the proposal subject to conditions which are attached.

5.25 **The scheme's contribution to regeneration.** Regeneration is an important planning consideration. Over the past five years the City Council, together with partners in the public and private sectors, has had a considerable amount of success in terms of regenerating the City Centre and New East Manchester. This has been particularly noticeable in the outer area of the City Centre adjacent to the Inner Relief Route, including major regeneration initiatives such as Spinningfields, Piccadilly, the Northern Quarter, Ancoats and parts of Ashton Old Road. However, more remains to be done in terms of stimulating development in this part of the City .

5.26 The Regeneration Frameworks that have been endorsed by the City Council for East Manchester represents a significant step towards regenerating this part of the City. The current application is one of the early proposals that begins to implement the approved East Manchester Regeneration Framework and in this context, it can be seen to hold a crucial and pivotal role in terms of establishing a viable new area within the City Centre and New East Manchester.

5.27 A landmark high quality development on this site of the type currently indicated, incorporating a critical mass of activity in terms of the uses proposed is required to draw pedestrians across beyond the Mancunian Way into this area and through to nearby areas within and outside the City Centre.

5.28 The development would replace the majority of existing buildings and the applicant has assessed the socio-economic effects of the development to include:

- creation of high-quality public realm and active frontages, which will encourage more street-level activity, thereby helping to reduce neighbourhood crime;
- net increase of approximately 4000 jobs when complete, plus temporary construction during the build period;
- creation of work opportunities across a wide range of skills and positions, many of which will be suitable for residents in neighbouring wards;
- introduction of a substantial number of new residents (1,852 new homes) into the City Centre, and New East Manchester contributing to the critical mass of population and thereby supporting demand for goods and services.

5.29 The development would be consistent with policies within the existing Regional Spatial Strategy for the North-West (RSS) and the City Council's economic development and regeneration plans. Existing RSS specifically identifies transportation hubs in major cities in the Northwest as preferred locations for significant developments. Its location would allow the development to capitalise on its accessibility in relation to the airport, railway/Metrolink stations and gateway road corridors proximity to the City Centre.

5.30 In the inner areas of Manchester the RSS supports a high level of residential development to secure a significant increase in the population, to support major

regeneration activity, the improvement of community facilities and the creation of sustainable communities. It is a requirement of the RSS that new housing in Manchester be primarily delivered on previously developed land. The nature of the uses proposed on this site would add to the City's overall residential offer, as well as providing a hotel, healthcare and residential local amenities, and would greatly assist the regeneration of the whole City Centre and New East Manchester in terms of its function, expansion, activity and integration.

- 5.31 **Urban Design, visual impact and architectural quality.** One of the issues to consider in assessing these proposals is impact of the design and height on the surrounding area. In order to assess this, the proposals have been judged against criteria as set out in the 'Guidance on Tall Buildings' document published jointly by CABI and English Heritage.
- 5.32 A visual assessment has been undertaken, including views from the main access routes into the City, inner city views from key viewpoints and open spaces and wider distant and elevated views that illustrate the whole city skyline. Although the development is substantial, the clearly articulated massing and relatively lightweight glazed elevations of the tall elements would allow them to sit alongside more traditional built forms. The proposals have been designed to integrate the development not only into the immediate context but also into the city-wide context.
- 5.33 The height of the buildings defines a distinctive urban character and their massing ensures that a significant proportion of the site can be open space while maintaining the overall commercial viability.
- 5.34 CABI has been consulted on the proposed design and visual assessment and has raised concerns about the proposal. The basis of the objection is that a development of this size ought not to be dealt with through an outline application and questions were raised regarding the viability of the residential component (see para 4.22 for summary of comments).
- 5.35 Procedurally, it is considered that it is appropriate for a significant project such as this to be the subject of an outline application, and this is not contrary to how other major regeneration schemes have been taken forward; the PFI schemes, New Islington and Holt Town were all the subject of outline applications. The key issue is ensuring that sufficient information is submitted to allow for a full and proper assessment of the proposal and in this respect it is considered that an appropriate level of detailed information has been submitted.
- The proposal does not involve the removal of the redundant railway arches and the applicant has confirmed that the scheme will be designed so as to retain the existing former brewery building. Comments regarding the viability and deliverability of the scheme are not considered to be within CABI's remit. CABI has also raised concern about a zonal approach to the development of the site. An invitation has been passed to CABI to engage further with the City Council about its concerns but there has been no response as yet. However, there will be the requirement for further details to be submitted as part of the reserved matters or full detailed planning applications for each of the masterplan components and CABI will be invited to these detailed discussions at pre application and post application submission phases. One of the points to discuss will be related to zonal issues which may have been misinterpreted or misunderstood. This application is designed to deliver a mixed use development

on various island sites and whilst it is true certain uses will dominate a particular island, e.g. residential on Island 4, this does not seem inappropriate.

5.36 In assessing the criteria contained within the English Heritage and CABE guidance it is considered that the applicant has demonstrated that the proposals would satisfactorily meet the guidance and that the proposals would provide overall development of a quality appropriate to this important site.

5.37 It is considered that the visual assessment has satisfactorily demonstrated that this proposal would not have an adverse impact on any views of importance from within the City Centre. On balance it is considered that the tall elements would create a positive landmark in the area, providing an architectural statement of high quality in the area, thus enhancing the City's skyline and having a overall positive effect on the townscape.

5.38 **Contribution to public spaces and facilities.** The critical mass and mix of uses created by the proposal would generate life and activity at different times of the day and night, for example through the active ground floor frontages of the proposed retail units. This new public space would form an important focal point in an area of the city that has little public amenity space.

5.39 The public realm design exploits the site topography, the details of paving materials to be used within the open space and public realm will be carefully selected to complement and enhance the surrounding mix of historic and contemporary building types and the various façade finishes. The proposal also includes the construction of a high quality bridge linking Island 1 with 2 and spanning the Mancunian Way. It is considered therefore that the proposals would make a positive contribution to the public realm and facilities.

5.40 Affordable Housing and Housing Mix

The applicant has stated that the housing component will have an intermediate offer of 15% affordable homes. This is in accordance with the Council policy. Given the mix of accommodation in addition to the commitment on affordability it is considered the proposal would generate a significant benefit to this part of the City. It is recommended that this commitment is embedded in a condition.

5.41 Residential use is intended to be dispersed across the whole site. Island 4 will, however, be predominantly residential and will accommodate more traditional family units. Residential accommodation on the islands 1 to 3 would be part of the mix of uses being introduced and would comprise 2 and 3 beds. This is considered to be appropriate.

5.42 **Phased Development.** The nature and scale of the proposed development means that the scheme would be built out in phases and over a significant period of time. It is imperative that the phasing strategy is controlled to ensure the regeneration benefits of the proposal are delivered at each stage of development. Whilst the applicant has provided some details about phasing, Grangefield has been asked to clarify this further. For this reason the application remains Mind to Approve. It should be noted that a condition controlling phasing has also been recommended..

5.43 Effects on the local environment and amenity

5.44 **Acoustic issues** The Environmental Impact Assessment (EIA) included a noise and vibration assessment carried out by Wardell Armstrong LLP which assessed the potential impact of noise on nearby sensitive buildings which may be affected by the proposed development. The assessment found that noise levels during the construction phase are likely to exceed recommendations of the report for a short period of time. Mitigation measures will be implemented to ensure that these recommendations are not exceeded at existing sensitive receptors. In terms of groundbourne vibrations associated with the use of heavy plant and piling during construction, the impact upon existing sensitive receptors is considered negligible. Throughout the operational phase of the development, the assessment considers that the increase in road traffic noise will be imperceptible and the impact upon existing sensitive receptors will be insignificant. In terms of on-site sensitive receptors, the results of the noise survey and predicted calculations indicate that mitigation measures will be needed to ensure that the required external and internal daytime and night-time noise levels are achieved at the site. To this end, a detailed noise mitigation scheme is recommended which includes measures to be incorporated into the design of the mixed use areas of the development. This will ensure that a significant noise impact is not created at proposed noise sensitive receptors of the development. Further to this, the level of vibration likely to be generated at proposed sensitive receptors across the site is considered unperceivable and insignificant.

5.45 **Air Quality.** An air quality assessment has been undertaken which considers the air quality impacts associated with the demolition, remediation and construction phases of the proposed development. Given the potential for dust and particulate matter to be generated during these phases, effective mitigation measures will be required to ensure that the residual impacts are only minor and short term. The assessment further considers that the residual impacts are insignificant in terms of site plant and vehicles.

5.46 The air quality impacts associated with the operational phase are also considered. The results of air quality modelling indicate that the increase in Particulate Matter (PM10) and Nitrogen Dioxide (NO2) concentrations caused by traffic generation are not significant, to the extent that no mitigation measures are required. The development of a Travel Plan will further help to reduce vehicle exhaust emissions through the promotion of more sustainable forms of transport other than the private car. It is also recommended that a condition be imposed which requires compliance with a Construction Site Waste Management Plan.

5.47 **Archaeological issues.** An archaeological desk-based assessment of the application was carried out as the site has a low potential for remains to be present dating from before the 18th Century. A scheme of archaeological evaluation and appropriate mitigation strategy would be required by condition in the event of the proposal being approved.

- 5.48 **Security issues.** A full Crime Impact Assessment of the site has been prepared by the Greater Manchester Police Architectural Liaison Unit. The assessment identified a range of issues relating to personal security in relation to the proposed building type/use and the site location, but concluded with a number of crime prevention recommendations which will help minimise these risks. GMP has therefore confirmed no objection to the scheme as submitted, subject to a condition requiring compliance with Secured by Design.
- 5.49 **Ecological issues.** An ecological appraisal study was carried out on the site to provide an initial overview of any likely ecological constraints and opportunities present at the site. The report concluded that the site was generally of low ecological value with the exception of limited potential for nesting birds. There are, however, no overriding ecological constraints upon of the redevelopment of the site. The Ecological Unit has recommended conditions in order to ensure that protected species are not harmed, and Japanese Knotweed is dealt with appropriately. Some trees on the site will have to be removed but those removed will be replaced with suitable trees.
- 5.50 **Ground contamination issues.** An environmental assessment of the application site was undertaken to assess any environmental considerations with respect to ground conditions on the site. The assessment revealed that the site has a low/medium risk to the proposed development with regard to environmental ground and geotechnical considerations. As there is potential for previous uses of the site to have given rise to ground contamination, it is recommended that a condition be attached to any approval requiring agreed remediation works to be undertaken prior to the commencement of development.
- 5.51 **Lighting issues.** No significant environmental effects from lighting are predicted during the construction stage of the development. Following completion of the scheme, no significant effects are predicted from lighting of the development on adjacent residential properties, road users near the site or ecological receptors around the site. Best practice lighting design techniques would minimise light spill and glare. A minor impact would occur from lighting of the tall buildings at night, given the high rise nature of the development proposals together with existing lighting conditions surrounding the site, but this is not predicted to be significant. No significant effects on nearby residential properties are predicted.
- 5.52 **Transport issues.** A Transport Assessment (TA) was carried out in order to assess the potential transport impacts of the proposed development. A framework Travel Plan has also been prepared. The proposed development is considered to be a major trip generator according to the forecasts made within the TA. However, the site is situated in a highly accessible location, served by a range of sustainable modes of transport in close proximity to the City Centre. The Travel Plan meanwhile promotes more sustainable travel modes through various measures and initiatives, thus reducing end user reliance on the private car. The TA indicates that the proposed development is likely to have an impact on the efficiency of the local highway network. Mitigation measures are therefore proposed to alleviate the impacts of increased vehicular movement to some extent. Such measures should focus on targeted improvements, and improved provision for pedestrians in the actual design of the development,

rather than widespread high capacity improvements. This approach recognises the assumption that traffic volumes in the area will decrease if the road user charging proposals within the Greater Manchester TIF bid are implemented as planned.

5.53 Detailed issues of highway design and off-site highway works would be resolved via discharge of the relevant conditions. As the development will be carried out in phases it is imperative off site highway works are operated at appropriate times. A significant factor and consideration for the site's development has been to ensure Chancellor Lane remains a through route. Whilst it will be subject to environmental improvement works, its function as a north south link will not be diminished. GMPTE have identified a potential light rail transport link along Ashton Old Road. Whilst this has no formal or statutory approval the applicant has agreed that they would ensure that when plots are being designed a reservation will be included. This aspect will require further discussion at a later date.

5.54 **Radio and television interference issues.** A television Reception Survey Report was carried out by Taylor Brothers Ltd. The report concluded that the proposed development would have an impact on television reception to the north and southeast of the site. The interference would mainly affect analogue signals due to be switched off in 2009. Digital services are less prone to reflections but may still be affected. If tower cranes are used during the construction phase then impairments to signal strengths would occur on a wider scale than the completed development and would remain for the duration of time that the cranes area present. The affected areas have been plotted on a map and mitigation measures have been proposed to ameliorate and remedy any impairment to TV signals. The possible remedies include: Remedial aerial works - (change of aerial type, change of aerial height, relocation of the aerial); Digital Television - is less prone to reflections but would require the installation of a set top box and possible aerial upgrade; Satellite Television - which may incur subscription charges; Integrated Reception System – when one master dish or aerial is sited for optimum reception via a network of amplifiers, splitters and cable, multiple TV outlets can be fed; and Remote TV aerial – when a remote TV aerial is positioned in a good quality reception area. The signals are then distributed to affected viewers via a cable and amplifier network. The imposition of a condition will ensure that the further studies are carried out and that the most appropriate remedial measures would be in place to prevent any adverse affect on TV signals due to the proposed development and construction works.

5.55 **Water resource issues.** The impact of the development on water resources during both construction and operational phases has been assessed. During the construction phase a temporary drainage system will be installed. With regard to the operational phase, measures such as petrol interceptors will be installed.

5.56 **Wind.** An assessment of the proposed development on the wind environment with regard to effect on pedestrian comfort and safety was carried out. The assessment revealed that wind acceleration falls within the recommended safety standards and would not adversely affect levels of pedestrian comfort at ground level.

- 5.57 **Pedestrian permeability and linkages.** The proposed scheme, with the new public uses and high density residential development would encourage activity in this area and provide increased pedestrian footfall. This would further be enhanced through the design which includes active frontages and high quality architecture at street level, thereby improving the townscape and public amenity. In addition, the site is located at an important entrance point into the City Centre from the East. The proposed scheme will provide a positive image of the city's townscape and create a key landmark for visitors to the city. The proposal, due to its height and quality, will provide visual connections, enhance important views and vistas and will assist orientation within this part of the City . It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City..
- 5.58 **Sustainable design and construction.** The development proposals have been appraised against sustainability principles and objectives contained within national, regional, local policies and the Building Research Establishment's Checklist for Sustainable Development, and a Preliminary Eco-Homes Assessment has been undertaken in accordance with EcoHomes 2006 criteria. It has been demonstrated that the development would accord with a range of sustainability principles.
- 5.59 The applicant is discussing with the City the possibility of exploiting deep geothermal energy generation beneath the site. This, however, requires further geological investigation.
- 5.60 The site is located in close proximity of existing public transport links and local amenities, facilities and services. In addition, pedestrian routes throughout the site will be developed and storage facilities for cycles will be provided with a view to reduce the need for vehicle travel and promote the adoption of more sustainable transport modes. An Energy Assessment has been undertaken to inform decisions on energy supply and use within the development, identifying feasible options to reduce the energy/CO₂ footprint of the development (e.g. through the provision of zero or low-carbon technologies), thereby contributing to national, regional and local objectives in relation to climate change.
- 5.61 The applicant has stated that the entire development will seek to achieve an 'excellent' BREEAM rating (Building Research Establishment Environmental Assessment Methodology) and is intended to be energy efficient. A Construction Environmental Plan is to be developed, as would a waste/recycling strategy. It is therefore considered that the proposals would be highly sustainable in terms of the above impacts.
- 5.62 **Access issues.** The applicant has confirmed that level access would be possible to all parts of the development and that a minimum of 5 per cent of car parking spaces would be suitable for use by wheelchair users.
- 5.63 **Impact on residents and pedestrians during construction.**The applicant considered the impact on residents and pedestrians as part of the Environmental Assessment. It is acknowledged that during construction, some local residents may be affected by noise, dust, traffic and changes to access or TV reception. It is recommended that a condition be attached to any approval ensuring that a Construction Environmental Management Plan be submitted and approved before the commencement of development. This would include

measures to minimise impacts where possible, together with provisions for community liaison.

5.64 With regard to the impact on pedestrians using the streets adjoining the site, it is acknowledged that some inconvenience and loss of amenity due to impacts such as closure/diversion footways, traffic and occasional noise or dust is likely to be experienced. The proposed Construction Environmental Management Plan will incorporate measures to minimise these impacts, and their cumulative effect is unlikely to be significant.

5.65 Public Benefit from the completed scheme

Once the development is completed, existing local residents would benefit from the employment opportunities and services that it would provide, in accordance with the regeneration framework. The public realm would create a destination in itself, with uses including restaurants, bars and cafes, shops and healthcare facilities adding to the sense of attraction. The mix of uses reflects the fact that the proposals have been developed with a specific focus on the existing levels of community provision within the approved Development Framework and surrounding areas.

5.66 In all, the applicant has indicated that the proposal could lead to the generation of over 4,500 full time jobs.

5.67 The proposed healthcare facility is centrally located to meet the future needs of current and future residents, located at the focal point for pedestrian and cycle networks and other community facilities.

5.68 It is crucial that the growing residential communities in the wider area have the necessary facilities required to support and underpin the sustainable and continued regeneration of the area. By providing facilities such as healthcare, convenience/amenity and retail the applicant has also incorporated community infrastructure elements within the development. The applicant has confirmed that discussions are already underway with Manchester Primary Care Trust regarding provision of the healthcare facility.

5.69 The provision of public open space and a new pedestrian route through the site will greatly enhance access to the riverside environment and improve links around this area for local residents, although some residents may be affected by a limited degree of shadowing, increased traffic or changes to their views. On balance, it is therefore considered that the impact of the development on local residents is acceptable.

5.70 The completed scheme would greatly enhance pedestrian access within and around the site. The proposed creation of a high quality public space within the site will considerably benefit pedestrian amenity. Whilst some pedestrians may notice impacts such as increased traffic, the effects will be highly localised and on balance would be not outweighed by the overall benefits. Given the extensive amount of public realm works proposed it is considered that a S.106 agreement for a developer contribution for public realm and infrastructure improvements is not necessary in this instance.

5.71 Response to objections

The points raised by objectors have been fully considered above.

5.72 Response to third party representations

Third party comments and objections largely related to relocation issues the applicant is working with the regeneration team on relocation strategy and are committed to incorporating existing businesses on the site wherever possible.

5.73 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 a right to a fair hearing and to this end the Committee must give full consideration to their comments.

5.74 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)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but 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 the 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

The Head of Planning therefore recommends that the Committee be Minded to Approve planning application **086042/OO/2008/C2**. On the basis that the Council has taken environmental information (as defined in the EIA regulations) into consideration and the applications are in accordance with the Unitary Development Plan for Manchester (adopted 1995) in particular policies E1.1 Air Pollution', E1.5 'Energy conservation', E3.5, 'Secure Environment', RC4 'Environment', RC7 'Gateways', R1.1 'Regeneration', DC9.1 'New Commercial & Industrial Development - Access for Disabled People', DC14.5 'Shop fronts and signage', RC20 Area 4 (sub area 13); RC20 Area 5; EM1 'East Manchester' ; EM2 'Design an Sustainable Development'; EM4 'Medlock Valley'; EM17 'Sub Area 13'; and 14 'Small Area Proposals'; DC7.1 'New Housing Development'; DC9.1 'New Commercial and Industrial Development – Access for Disabled People'; DC10 'Food and Drink'; DC14 'Shop fronts and related signs'; DC16 'Street Landscapes'; DC20 'Archaeology'; DC21.1 'Flood Risk Areas'; DC22.1 'Footpath Protection'; DC26.1 'Development and Noise'; H1.1 & H1.511.2 'Employment and Economic Development'; I2 'Growth of the City's Economy'; I3 'Improving the Quality of the City's Environment'; 'Accommodating the needs and aspirations of people who want to live in Manchester'; and there are no other significant material considerations to indicate otherwise. The proposed development will provide and generate significant regeneration benefits, socially, physically and economically, that any potential adverse impacts are not significant and can be mitigated against.

Conditions and/or Reasons:

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

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 and to allow for the regeneration of the area in accordance with Policy R1.1 of the UDP..

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters: the layout, scale, the external appearance of all buildings; and the landscaping of the site.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant.

3) No development shall be commenced until full details of the proposed phasing programme including land areas, associated public realm works as indicated on plan PA006, the broad location of associated off site highway works and timescales, have been submitted to and approved in writing by the Local Planning Authority. The Phasing Programme shall identify the phase of the development which relates to public realm works and off site highway works. The development shall be carried out in full accordance with the approved phasing programme unless otherwise agreed in writing with the Local Planning Authority.

Reason - The applicants have indicated that the works necessary to implement the scheme fully are likely to come forward in a phased manner. To ensure that the highway network is not adversely affected by the development. To ensure that retail and other town centre uses are brought into use at appropriate times and so as to ensure that the development does not adversely affect the vitality and viability of other centres in accordance with PPS 6. To ensure that pedestrian routes through the development are made available at an appropriate time

4) The development hereby approved shall be carried out in accordance with the following drawings and documents 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. Pursuant to policies EM4, EM14, DC7, DC16, H1.2, H2.1, H2.2, H2.7, R1, E1, E1.5, E1.6, E2.2, E3.3, E3.4, E3.1, E2.4, E2.6, E3.5, T2.4 and T3.1 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the New East Manchester Framework, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9

(PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 16 (PPG16), Planning Policy Guidance 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Guidance 24 (PPG24), Planning Policy Statement 25 (PPS25), and the Regional Spatial Strategy for the North West.

5) Construction of any building or phase of development hereby approved shall not take place unless and until samples and specifications of all materials to be used on all external elevations 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 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, as specified in policies EM4, EM14, H1.2, H2.1, H2.2, H2.7, E1.6, and E3.5 of the Manchester Unitary Development Plan and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance and Planning Policy Statement 1 (PPS1).

6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) Full detailed designs (including specifications) of all off site highways works, the locations of which are shown on the Phasing plan approved pursuant to condition 3 of this consent shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development of the phase of the development to which they relate. The development shall be implemented in accordance with the approved details, prior to the first occupation or use of each phase, unless otherwise agreed with the local planning authority.

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

8) Within six months of any phase of the development hereby approved first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a phasing programme to be approved by the 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, pursuant to Manchester Unitary Development Plan policy H2.2.

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

authority, and in accordance with the phasing programme unless otherwise agreed in writing. 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 policy T3.7 of the Unitary Development Plan for the City of Manchester.

10) No part of each phase of the development hereby approved shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. No part of each phase of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

11) All phases of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 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 shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings or phase of the development 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.

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

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

13) No part of each phase of the development hereby approved shall be occupied unless and until an acoustic attenuation scheme including particulars

of the acoustic glazing and acoustically treated ventilation to be installed as part of the development has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of each of the phases of the residential development 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 Unitary Development Plan for the City of Manchester.

14) No part of each phase of the development hereby approved shall be first occupied until the buildings, together with any externally mounted ancillary equipment, are 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. Any externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme 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.

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

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

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

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

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

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

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

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

16) Any Reserved Matters application submitted shall be accompanied by a site specific flood risk assessment.

Reason - To ensure that the Lower Medlock Valley development will not increase the risk of flooding, pursuant to policy DC25.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

17) No phase of the development approved by this permission shall be commenced until details of the existing and proposed floor levels have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason - To ensure that the development is subject to minimum risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

18) The buildings hereby permitted in areas identified at risk of flooding within the Flood Risk Assessment (FRA) shall be constructed in materials which would be resistant to damage from the ingress of flood water and with services located at an appropriate level in accordance with details to be submitted and approved in writing to the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason - The buildings are within an area potentially at risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

19) Each phase of the development hereby permitted shall not be commenced until such time as a scheme to identify and provide safe route(s) into and out of the site and Emergency Evacuation Plan have been submitted to, and approved

in writing by, the Local Planning Authority. Each phase of the scheme shall be completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason - To ensure safe access and egress from and to the site, pursuant to Planning Policy Statement 25 Planning and Flooding.

20) No part of each phase of the development approved by this permission shall be commenced until a scheme for the provision and implementation, of surface water regulation system has been approved by the Local Planning Authority. The scheme shall be developed following the recommendations made in the Flood Risk Assessment submitted in compliance with condition 16. Any such scheme shall be supported by detailed calculations, include a maintenance programme, and establish current and future ownership of the facilities to be provided. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason - To reduce the increased risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

21) No part of each phase of the development approved by this permission shall commence until a marginal strip of land at least 8 metres wide is established between the proposed development (i.e. residential buildings, car parking areas, etc.) and the bank top of the River Medlock in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason - To enhance the ecological and amenity value of the river by providing a buffer between the hard standing development and the River Medlock, pursuant to the UDP policies E2.3, E2.4 and E3.4 for the City of Manchester.

22) Prior to any phase of the development hereby approved commencing on site, a method statement giving details of measures to be taken to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the River Medlock shall be submitted to and approved in writing by the City Council as local planning authority. The measures to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the canal hereby approved shall be implemented in full before each phase of the development commences.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

23) No part of each phase of the development approved by this permission shall be commenced until details of flow investigations and existing and proposed sewage discharge have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason - To ensure that the existing sewage infrastructure in the area is suitable for the development, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

24) No part of each phase of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels of that phase have been 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, unless otherwise agreed with the local planning authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester.

25) No phase of development shall commence until a hard and soft landscaping treatment scheme together with long term maintenance arrangements has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or

placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

27) All tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

28) Prior to the commencement of each phase of the development hereby approved, a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This should include correctly calculated construction exclusion zones, proposals for protection barriers and ground protection measures, engineering construction details where foundations, driveways and paving fall within the root protection areas of the retained trees, and details of any necessary tree surgery to facilitate construction operations. The development shall then be constructed in full accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

29) No development approved by this permission shall commence until a scheme for the conservation and restoration of the River Medlock has been agreed by the City Council as Local Planning Authority. The development shall be implemented in accordance with the details so approved.

Reason -To conserve and enhance biodiversity within the River Medlock corridor, pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

30) Within six months of the date of approval for separate detailed schemes for individual phases a comprehensive Landscape and Ecology management plan for the long term management of all newly established planting, newly created or enhanced habitats, including wetland areas, shall be submitted for approval to the City Council as the local planning authority.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policies E1.3, E2.3, and E2.4 of the Unitary Development Plan for the City of Manchester.

31) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless otherwise agreed with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality , pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

32) No phase of development approved by this permission shall commence until the existing buildings and trees have been surveyed for evidence of use by bats prior to demolition, and the results of this survey shall be submitted to and approved by the City Council as Local Planning Authority . If bats are found to inhabit these buildings or trees, no development shall commence until a scheme for the conservation of this species has been agreed with the Local Planning Authority. The phase of development shall be implemented in accordance with the details so approved.

Reason - To protect bats and their roost sites pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

33) No part of each phase of the development hereby permitted (such works to include the demolition of built structures) shall commence until details of a permanent bat roost, as part of the approved development and associated lighting scheme have been submitted and agreed with the Local Planning Authority. The permanent bat roost and lighting scheme should then be installed in accordance with the agreed design, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To provide a replacement roost for bats a European Protected Species (Habitats Regulations 1994) and to comply with policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester

34) An annual programme of ongoing protected species surveys shall be submitted to, and approved in writing by, the City Council as local planning authority. The programme, approved annually, shall identify the protected species to be surveyed in the following twelve months, the objectives of the surveys and shall set out the methodologies to be used and the procedures for reporting to the local planning authority the survey results. The results of all surveys shall be utilised as baseline information in relation to specific mitigation works. Detailed mitigation measures shall be proposed for each phase of development to address any impacts that will either affect reptiles, bats and Black Redstarts directly or the areas reptiles, bats and Black Redstarts may use for shelter, and include compensatory measures for the possible loss of terrestrial habitat, foraging areas and breeding sites. The mitigation measures shall be submitted to and approved in writing by the City Council as local Planning authority, and the scheme shall be implemented in accordance with the particulars so approved.

Reason - The site includes existing buildings that have the potential to contain bats. The implementation of ongoing protection surveys would ensure that there would be adequate protection measures in place during a phased construction, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995).

35) Prior to commencement of any phase of development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed or any other invasive weed species, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval in order to ensure that the agreed scheme is still applicable.

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

36-) No phase of development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

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

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

The applicant shall also devise a scheme for community involvement with the history and archaeology of the proposal area, the details of the scheme to be agreed with Manchester Planning Authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

37) The applicant will provide proposals for the presentation and interpretation of key heritage features as amenities within the public space, and this will form part of the landscaping works at a later stage of the development. The scheme to be submitted to and agreed in writing by the City Council as Local Planning Authority, and implemented on site in accordance with the approved scheme.

Reason - To commemorate the history of the site by means of suitable presentation and an interpretation board, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

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

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

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or in accordance with the phasing programme required by condition 3 of this planning permission or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is found to have a detrimental impact upon existing television signal reception, the study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or in accordance with the phasing programme required by condition 3 of this planning permission 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.

39) 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 of each phase commencing. The wheel wash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheel wash shall be submitted to and approved by the City Council prior to being implemented.

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

40) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

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

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

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

42) The detailed drawings to be submitted for approval under reserved matters shall include a detailed topographical survey showing the overland flood flow route.

Reason - To enable the Local Planning Authority to assess the effects of the proposed development on flood defence/land drainage.

43) No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system, including the provision of oil and petrol interceptors, has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be implemented prior to the construction of any impermeable surfaces draining to the system unless otherwise agreed in writing by the Local Planning Authority.

Reason - To prevent the increased risk of flooding.

45) No development approved by this permission shall commence until the planting scheme along the River Medlock corridor has been approved by the LPA. Such a scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development. The scheme must incorporate native species.

Reason - To conserve and enhance the natural ecological features of importance within the local aquatic environment (conforming to the LPA's policy E2.6, E3.1 and E3.4).

49) [No](#) phase of development shall commence until a scheme for the storage and segregation of waste and for the provision of recycling facilities within that phase has been approved in writing by the City Council as Local planning authority

Reason - In the interests of amenity and public health and pursuant to Policy H2.2.

52) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00

Sunday/Bank Holiday

Reason: To safeguard the amenities of the occupiers of nearby noise sensitive properties and pursuant to Policy H2.2.

53) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy of the Unitary Development Plan for the City of Manchester.

54) Unless otherwise agreed in writing by the local planning authority before any Phase of the development hereby permitted which contains residential development is commenced a scheme for the provision of affordable housing within that Phase shall have been submitted to and approved in writing by the local planning authority. For the purposes of this condition such a scheme shall provide affordable housing which satisfies the housing needs (including the needs of the disabled where appropriate and identified) identified by the local planning authority and shall include:

- (i) details of the location, size and design of each affordable housing unit within the relevant Phase;
- (ii) details of the mix of unit sizes which shall include a mixture of 2, 3 and 4 bedroom units;
- (iii) no less than 15% of residential units comprised in the development shall be affordable housing units with the same percentage of the units within each phase containing residential development being affordable
- (iv) that the affordable housing units will be shared ownership units;
- (v) evidence of a contract with a registered social landlord or any other body that the Council has approved for the provision of the affordable housing units within the relevant Phase;
- (ix) a legally enforceable mechanism to ensure that the affordable housing units are on first sale and subsequent sales retained as affordable housing;
- (x) default provisions in the event that the developer is unable to sell the affordable housing units having used reasonable endeavours to do so for a period of 12 months.

Affordable housing shall be provided in accordance with the approved scheme or such amended scheme as has been approved in writing by the local planning authority. No more than 60% of the open market dwellings within any phase shall be occupied before the affordable housing dwellings in that phase have

been completed and contracted out to the registered social landlord or such other affordable housing provider as may have been approved pursuant to this condition.

Reason – to secure affordable housing provision in accordance with the guidance outlined in the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance and pursuant to the provisions contained within Planning Policy Statement 3.

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

Reason: To safeguard the amenities of the neighborhood 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 and to ensure the permanent retention of the accommodation for normal residential purposes'.

56) Unless otherwise agreed in writing by the local planning authority before any Phase of the development hereby permitted which contains B1 use is commenced a scheme for the Marketing and size of B1 units within that Phase shall have been submitted to and approved in writing by the local planning authority. For the purposes of this condition such a scheme shall include:

- a) details of the proposed floorplate of each B1 unit
- b) details of the proposed access arrangements for each B1 unit
- c) materials to be used in the marketing of the B1 units

The B1 units within the scheme shall be provided in accordance with the scheme or such amended scheme as has been approved in writing by the local planning authority

Reason: To ensure that neither the vitality nor the viability of the City Centre or the Central Park Business Park at [address] in East Manchester are adversely affected by the development in accordance with PPS6 and [state any other relevant policies]

57) The development, or phases of the development, hereby approved shall not be carried out other than in accordance with the parameters identified in the drawing title 'Masterplan Building Height' drawing numbered PA005 (stamped as received by the City Council as Local Planning Authority 5 March 2008) and details contained in document title 'Tall Building Statement February 08' by EDAW / AECOM (stamped as received by the City Council as Local Planning Authority 5 March 2008). This drawing and statement (Section 6) sets out the height of buildings and distribution of uses across the site. For the avoidance of doubt the height of the buildings and distribution of uses shall not deviate from the parameters set out in the above drawing and statement.

Reason. To ensure the satisfactory development of the site and to allow for the regeneration of the area in accordance with Policy R1.1 of the UDP..

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: 086042/OO/2008/C2 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.

Equal Opportunities

Environmental Improvements

Employment Implications

HEAD OF PLANNING