Application Number: 106657/FO/2014/C1
Date of Appln: 27th Nov 2014
Committee Date: 2nd Jul 2015
Ward: Hulme Ward

Proposal
Redevelopment of site with a mixed-use development comprising 162 dwellings (Use Class C3) and 8 commercial units (to include Use Classes A1, A2, A3, A4, B1a), with associated car parking and a landscaped public square.

Location
Site Fronting Bentinck Street And Chester Road, Castlefield, Manchester, M15 4LN

Applicant
Mr Gary Jackson, De Trafford Estates Group, Barrington House, Heyes Lane, Alderley Edge, SK9 7LH,

Agent
Mr Tom Flanagan, Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester, M3 7AQ,

Description
This application site is on the north west side of Chester Road within St Georges and measures 0.18 hectares. It forms an L-shape and is bounded to the north east by Bentinck Street and some light industrial units that front Chester Road; to the south east by Chester Road; to the south west by a landscaped area fronting Chester Road; and to the north-west by car parking and low level light industrial/warehouse units. The site includes part of the original line of Bentinck Street as it approaches Chester Road and part of the length of the former Church Street that ran parallel to Chester Road, which is now largely a service road. The site is occupied by three industrial/commercial units which back onto Chester Road and have access off Bentinck Street. There is a grass verge planted with trees along Chester Road and an area of hardstanding used for car parking to the west of the units.

The Castlefield Conservation Area is to the west of Ellesmere Street and to the north of Arundel Street. There are several listed buildings within the proximity of the site including: the Church of St George (grade II* listed) with associated churchyard walls, gate piers and gates (grade II listed) to the north east on Chester Road; 215-219 Chester Road (grade II listed) directly opposite the site to the south east; Albert Mill (grade II listed), located to the west of the site on the corner of Hulme Hall Road and Ellesmere Street; and the former Turville public house at 252 Chester Road (Grade II) to the south west of the site.

There is a mix of uses in the area including residential, warehousing, light industrial units, an auto-repair centre and commercial uses. A number of contemporary apartment buildings and older buildings that have been converted into residential use have been developed in the past 20 years. On the opposite side of Chester Road are offices with the majority of the area occupied by low level housing and a couple of high-rise apartment blocks.

Proposal
The application comprises 162 dwellings (Use Class C3) and 8 commercial units (which could include Use Classes A1, A2, A3, A4 or B1), with associated car parking.
and a landscaped public square. The scheme proposes 2 separate buildings: Building 1, located along Chester Road; and Building 2, located adjacent to Bentinck Street.

Building 1 – would be 13 storeys where it fronts Chester Road stepping down at the rear to nine and then seven storeys. Duplex commercial units would be provided at ground and upper ground floor levels within the north east half of the building, with dual frontages onto Chester Road and onto the public realm area to the rear. The entrance area to the apartments would be in the middle of the building and run through it to allow access from both frontages. Car and cycle parking is proposed in the basement and at ground and upper ground levels in the south west half of the building. The upper floors would accommodate 154 apartments with 48 x 1-bed, 93 x 2-bed and 13 x 3-bed, with the majority being duplex, with some triplex and some single storey apartments. Amenity space for residents of this block would include a communal lounge on the upper ground floor; private terraces for apartments on the 10th floor; balconies to some of the apartments on the rear elevation; and, a communal roof terrace on the 10th floor, which would be accessible to all residents.

Building 2 – would be four storeys with two commercial units, cycle parking and a refuse store on the ground floor and eight dwellings (6 x 1-bed and 2 x 2-bed) on the upper floors. Rooftop gardens would provide private amenity space for each of the apartments.

78 car parking spaces would be provided in Building 1 plus two ‘on-street’ spaces that would be allocated to City Cars Car Club,. Access to the parking would be from Bentinck Street via a ramped entrance to the side of building 1. An internal car lift would allow access between the ground and upper ground levels.

A public square would be created between the buildings which would be overlooked by and provide a frontage to the proposed commercial units. Improvements to the surrounding highway would include hard landscaping to footpaths and tree planting.

Building 1 would have seven large arched red brick openings fronting Chester Road, incorporating four floors. These openings would have deep reveals, lined in a contrasting aluminium cladding. The middle portion of the building would contain three duplex levels (six levels in total) of accommodation, which would be expressed as double height windows with brickwork reveals. These windows would have a vertical emphasis. The top three floors, containing the triplex apartments, would have windows within vertical recessed slots. The Chester Road elevation would be clad in red terracotta brickwork with feature banding coursing.

The rear would appear as three different elements as the building steps down in height. The full height element would have a similar appearance to the front with red terracotta brickwork and window openings to the top three floors as the front of the building. The ten storey element would project from this and be clad in profiled bronze/gold aluminium rainscreen cladding with a standing seam. Windows would be vertically proportioned with a projecting surround. The ground floor would have two large arched openings reflecting the openings on the front elevation. Adjacent to the two large archways, the seven storey element would project out from the rear elevation. This would be clad in antique red multi facing brickwork, with dark grey
aluminium framed windows and full width in-set balconies. The commercial units at ground floor would have dark grey curtain walling, whilst the car parking area would be clad in profiled bronze/gold aluminium perforated cladding.

Building 2 would be built using a red multi brick, with vertically proportioned windows set within the reveals, shop windows at ground floor and a flat roof.

**Land Interest**

The City Council has a land interest in the site. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council’s land interest.

**Consultations**

**Publicity** – The proposal has been advertised in the local press, site notices displayed and occupiers of neighbouring properties notified. Twenty one representations have been received. Comments can be summarised as follows:

- lack of parking spaces will exacerbate existing parking problem in St Georges and in the residential area on the opposite side of Chester Road, which is caused by residents from the developments within St Georges. The site’s location close to the motorway network could attract residents who commute to work putting more pressure on parking. The development will lead to the loss of around 20 on street parking spaces - this need to be replaced as well as adequate parking for existing and future residents being provided.
- S106 money should be used to fund parking problems on the opposite side of Chester Road;
- There is concern that the transport assessment does not take into consideration the impact on the streets on the opposite side of Chester Road, including the junctions of Barrack Street and Lower Moss Lane, and Hulme Hall Road was not open to vehicles at the time of the assessment;
- Concern over the level of access from Chester Road to the development as currently the only access points are at the Mancunian Way end of Ellesmere Street, with Arundel Street only being one-way;
- The block fronting Chester Road is too high. St George’s Church spire should not be taken as a guide as most of the surrounding historic buildings don’t exceed four storeys and recent developments are at most 6-7 storeys;
- Where there are similar height buildings, eg the church or the nearby tower blocks, these sit within large landscaped grounds. The proposed development is for a large monolithic block on a small footprint that will dwarf surrounding buildings;
- Out of keeping with surroundings;
- The size of the building would have a detrimental impact on views from the lower level apartment blocks such as Timber Wharf and Moho;
- Loss of daylight to residential properties and to commercial properties on the opposite side of Chester Road;
- Increase in street level wind;
- Would support a similar development that didn't significantly exceed the heights of surrounding buildings.
- application lacks a Townscape and Visual Impact Assessment
- the site is not comparable to other tall buildings in the area
- potential significant impact on the long distance views towards the Pennine Range
- The daylight, sunlight and overshadowing assessment does not consider the already planning approved Rooftop gardens, bounded by Ellesmere street and Arundel Street
- the town house development at Rooftop Gardens should be extended to this development as there is a need for town houses within the city
- did not receive an invitation to the pre-application consultation event and the application does not state how many consultees attended.

**Contaminated Land Section** - No objections subject to a condition regarding ground contamination.

**Highway Services** - No objections in principle subject to detailed design matters regarding refuse management, servicing, parking and the car park ramp.

**Environmental Health** - Recommends conditions regarding servicing hours, fume extraction, demolition/construction management, wheel washing, hours of use (commercial), acoustics, use of external areas and refuse storage.

**Neighbourhood Team Leader (Arboriculture)** - Any retained trees should be protected and any trees felled should be replaced with a mix of native species.

**United Utilities Water PLC** - No objections subject to drainage requirements.

**Historic England (HE)** – Is content that the proposed development would not have a harmful impact on the setting of the Grade II* listed Church of St George and therefore has no concerns from a heritage point of view. HE recommends that the application be determined in accordance with national and local policy guidance and on the basis of the local planning authority’s specialist conservation advice.

**Environment Agency** - No objections subject to conditions regarding ground contamination.

**Transport For Greater Manchester** - Supports the proposal and recommends the benefits of the site’s location are maximised through improvements to the walking and cycling environments and that a Travel Plan be implemented.

**Greater Manchester Archaeological Advisory Service** – Agrees with the contents of the archaeological desk based assessment and recommends a condition requiring the implementation of a programme of archaeological work before development commences.

**Greater Manchester Ecology Unit** – There are no significant ecological constraints identified. Recommends conditions regarding invasive species, nesting birds and ecological mitigation.

**Manchester Conservation Areas and Historic Buildings Panel** – “The Panel were unsure about the building line being at the back of pavement and felt that there should be more breathing space to soften the impact on this main axial route."
The Panel felt that St. George’s Church holds its own in the area at the moment, but it will gradually lose its presence if development of this scale is allowed to impact on its setting and views towards it.

The Panel felt that there is currently very little by way of a positive frontage to Chester Road and the designers should take the earlier Victorian buildings and two to three storeys as a starting point to reflect the scale of development on the opposite side. The Panel felt that at the most, development should be no more that four to five or six storeys as a maximum on this frontage.

The Panel were concerned that the layout of Block 2 looked like it was more of a product of land ownership rather than being fully integrated into a masterplan for the area. They felt that this block of town houses would be dwarfed by the frontage development which is too tall and would put the rear block in shadow for most of the day. They also commented on the lack of active frontage at ground floor level.

The Panel felt that the already consented town houses on the adjacent site were at the correct scale and that this current proposal represented a very abrupt insertion into the environment. They felt that the development had responded to the warehouse concept in terms of its design but not in its scale which was considered inappropriate for the site.

The Panel felt that the design had a definite top, middle and bottom which is more of a city centre characteristic. They liked the depth of the façade but were concerned over the detail including the grid of the main façade and the arches and asked that the detailing of this be carefully conditioned.”

**Issues**

**Relevant National Policy**

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

“Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.
Section 1 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of further regeneration. This would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 Ensuring the Vitality of Town Centres - The proposal would develop a site on a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be close to the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport – The proposal is in an accessible location close to the Cornbrook Tram interchange and trains and buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would bring 162 homes to a sustainable location close to the City Centre. The scheme would provide a range of accommodation sizes, types and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality and would help to raise the standard of design more generally in the area.

Section 8 Promoting healthy communities – The development would facilitate social interaction and help to create a healthy, inclusive community. The development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The application site is in a highly sustainable location and would seek to achieve a Code Level 4 Sustainable Homes Rating and a ‘Very Good’ BREEAM rating.

The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site does not fall within an area at risk of flooding.
Section 11 Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology. The documents submitted with the application demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment –

The proposals would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the setting of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19 DM1 and PA1

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City’s economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 162 residential units in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport – The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities.
This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

**S06. Environment** – The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

**Policy SP 1 (Spatial Principles)** – The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City’s transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

**Policy CC3 Housing** – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

**Policy CC5 – Transport** – The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

**Policy CC6 City Centre High Density Development** – The proposals would be a high density development and involve an efficient use of land.

**Policy CC7 Mixed Use Development** - The proposals would include ground floor commercial space. This would contribute to creating an active frontage and increasing footfall along the street. The commercial units would also service other residential units within the area.

**Policy CC9 Design and Heritage** – The proposed new building would have a high standard of design appropriate to the City Centre context and would enhance the nearby Castlefield Conservation Area.

**Policy CC10 A Place for Everyone** – The flats would be a mix of one, two and three bedroom apartments which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would have high standards of accessibility.

**Policy H1 Overall Housing Provision** - The development would provide new homes in the City Centre, which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is
poor and its development would have a positive impact on the surrounding area. The
development would meet the needs of the predominant 25-39 year old demographic
from which the majority of demand is forecast.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted to the
Local Planning Authority regarding the provision of affordable housing. The appraisal
demonstrates that the proposed scheme is viable and capable of being delivered but
concludes that it cannot support affordable housing. This issue is discussed in more
detail below.

Policy T1 Sustainable Transport – The proposed development would encourage a
modal shift away from car travel to more sustainable alternatives. It would improve
pedestrian routes within the area and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development
would be easily accessible by a variety of sustainable transport modes and would
help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves
a good quality design, and would result in development which would enhance the
character of the area and the overall image of Manchester. The design responds
positively at street level, which would improve permeability. The positive aspects of
the design are discussed in more detail below.

EN 2 Tall Buildings – The proposed building would have a high standard of design
quality, be appropriately located within the site, contribute positively to sustainability,
contribute positively to place making and would bring significant regeneration
benefits.

Policy EN3 – Heritage The site currently has a negative impact and there is an
opportunity to enhance the architectural and urban qualities of it and the nearby
Castlefield Conservation Area. It is considered that the quality and design of the
proposed building would enhance the character and appearance of the Conservation
Area and would not have a detrimental impact on the settings of the nearby listed
buildings. This is discussed in more detail below.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon
Development The proposed development would follow the principle of the Energy
Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy
supplies – The development would comply with the CO2 emission reduction targets
set out in this policy.

Policy EN 8 -Adaptation to Climate Change - The proposed energy statement for the
scheme sets out how the building has been designed to consider adaptability in
relation to climate change.

Policy EN9 – Green Infrastructure – The development includes tree planting and the
incorporation of rooftop gardens.
Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

EN15 Biodiversity and Geological Conservation – The redevelopment of the site would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 - Air Quality  The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17- Water Quality  The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- Adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.
Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that excavations should be carried out to find out more about the housing that previously occupied the site.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.


This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester City Centre Strategic Plan

This presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the components of the City Centre and recognises the key role of the City Centre in providing a positive image and framework for inward investment. It explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The application site falls within the area designated as Castlefield. The key priorities for this area include the improvement of the existing public realm and the improvement of the area’s residential infrastructure. The proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have
pioneered a new model for sustainable economic growth based around a more
c connected, talented and greener City Region, where all its residents are able to
c ontribute to and benefit from sustained prosperity and a high quality of life.
The proposed residential development of the application site will clearly support and
align with the overarching programmes being promoted by the City Region via the
GM Strategy.

**Cornbrook Hub Strategic Regeneration Framework**

This Regeneration Framework was endorsed in principle by The Executive in
December 2013. The framework identifies the redevelopment of land to the south of
the application site that falls within the boundaries of Manchester City Council and
Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater
Canal and the Cornbrook Metrolink station and proposes a mix of uses including an
hotel, offices and retail. The Executive report identified the importance of
regenerating this area, with the land within Manchester being an important gateway
site leading into the City Centre and capable of achieving a high density and scale of
development. It also noted the importance of providing a commercially led mix of
uses that reinforced access to and use of Metrolink’s Cornbrook station, and the
need to positively boost confidence in the broader area. The proposed mixed-use
development on the application site would complement these regeneration
aspirations.

**Castlefield Conservation Area Declaration**

Designated in October 1979, the conservation area’s boundary follows the River
Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp
Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere
Street, Egerton Street, Dawson Street and Regent Road. The area was extended in
June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road
and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts,
canals and rivers create a multi-level environment. It has a mixture of buildings from
small scale houses to large warehouses and modern buildings. There are a variety of
building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and
there is room for more commercial property. Ideally, new development should
incorporate a mix of uses. The height and scale, the colour, form, massing and
materials of new buildings should relate to the existing high-quality structures and
complement them. This approach leaves scope for innovation, provided that new
proposals enhance the area. The diversity of form and style found in existing
structures in Castlefield offers flexibility to designers. Where buildings are arranged
along a street, new structures should follow the street frontage.

**Legislative requirements**
Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment - The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015

This planning application was the subject of a Screening Opinion for an Environmental Assessment. The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City’s objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the scheme is not likely to have significant effects.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

**Principle of the Proposed Uses and the Scheme’s Contribution to Regeneration**

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement economic growth. The proposals would redevelop a site on a key gateway route and therefore help to transform a key entry point to the City. The development would improve the perception and image of the area and the City in general and could act
as a catalyst for further regeneration. The proposal would complement the existing residential community in the area and help to enhance connections to the city centre.

Manchester’s population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy’s key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The quality and mix of the product and the size of the apartments have been designed to appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a previously developed, vacant, brownfield site with a high quality development. The development would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, ,CC4, CC7, CC8, CC10, EN1 and DM1.

**Viability and Affordable Housing Provision**

The NPPF provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPF sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

The applicant has provided a viability appraisal for the site and the proposed development. The appraisal shows that financial impact of the provision of affordable housing, combined with other planning obligations would affect the scheme’s viability. The scheme would deliver benefits on the site through the provision of an area of public realm to the rear of the building, and a building of a high design specification.
It is considered therefore that the inclusion of affordable housing within the scheme would prejudice the achievement of other important planning and regeneration objectives, and would undermine a significant development proposal critical to economic growth within the City.

**Urban Design and Visual Impact**

The buildings’ design incorporates a mix of traditional and contemporary building materials. Building 1 comprises smooth terracotta red facing brickwork to reflect the character and appearance of the adjacent Castlefield Conservation Area, and the local vernacular of the City more widely and, aluminium rainscreen cladding and glazing which adds interest and distinctiveness to the building. The Chester Road elevation of building 1 has a tripartite composition, with vertically proportioned and recessed window openings. The arched openings which extend from the ground to the third floor give the building a grand appearance that would provide interest to the Chester Road frontage, and reference the openings found within the nearby historic mill buildings. The rear elevation has deep openings, vertically proportioned windows, and a regular fenestration pattern, and balconies and terrace areas would add to the visual interest of this elevation. Building 2 predominantly comprises redbrick and the fenestration reflects that of nearby mills buildings and the approved scheme at 1 Ellesmere Street. The above characteristics would: produce interest and improve the visual amenity of the Chester Road street scene and the surrounding area; add positively to the blend of traditional and modern design in the wider area; and, be seen as complementary to the landmark potential of the Cornbrook Hub site.

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. In order to assess this, the proposals have been thoroughly assessed against the City Council’s policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007:

**Design Issues, Relationship to Context and Impact on Historic Context**

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

The site is not within a conservation area but is close to the Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site is defined by transport infrastructure including the canal and river network and the Inner Ring Road, over-layered by substantial railway viaducts. The site is physically and visually separated from the main heart of the Castlefield Conservation Area by the Inner Ring Road (IRR). There are two listed buildings within the immediate vicinity of the site: the Grade II* St George’s Church to the north east; and 215-219 Chester Road (grade II listed) directly opposite the site to the south east. Albert Mill (grade II listed) lies further away to the west of the site; and the former Turville public house at 252 Chester Road (Grade II) lies to the south west of the site.

The area has changed over the past 25 years with traditional industries relocating leaving post-industrial inactivity within the area. Vacant sites have been redeveloped with new residential developments such as Timber Wharf, the Boxworks and Moho,
and the conversion of redundant Mills such as Albert Mill and Britannia Mills. There is potential for further change in the area. The application site forms part of an area of low level industrial units and overgrown planting, which gives no sense of enclosure on a key gateway route. The area is fragmented and there is a sense of dereliction. The proposed development would create a strong street frontage to Chester Road and would help to establish an appropriate and acceptable urban grain.

The development would add activity and vitality and would help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. Whilst the buildings in the area are generally lower in height than the proposed building, the area does contain some taller buildings, such as the residential tower blocks to the east of the site in Hulme, the City Gate development to the north east and St George’s Island buildings to the north west. Therefore, it can be argued that the site is capable of accommodating a building of the height proposed without having an adverse impact on the area. In design terms, the height on the Chester Road frontage would serve to reinforce the importance of the site as a point of access to the City Centre. The taller building proposed and the lower building to the rear would be in keeping with the mixture of building types within Castlefield Conservation Area. It would also create a strong street frontage and have a mixture of building materials that reflect the rugged and industrial character of materials within the conservation area.

Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance sufficient to understand the potential impact of the proposals on their significance.

Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The application has assessed the impact of the proposal on the nearby listed buildings and has provided a visual impact assessment of the impact on the Grade II* listed St George’s Church. This demonstrates that the development would maintain views of the church when travelling into the City Centre along Chester Road. The proposal would clearly have an impact on the settings of the listed buildings, in particular, St George’s Church and 215-219 Chester Road as it would introduce a much larger form of physical development than what is there now. However, it is considered that, whilst the building would have an impact on the settings of the listed buildings, the architectural and heritage significance of those heritage assets would be sustained, with 215-219 Chester Road holding a strong position within the street scene and being visually separate from the application site across the wide four lane carriageway. St George’s Church is set within open grounds and would still be visible in views travelling along Chester Road, as well as in views to the rear of the application site, where a view to the church would be maintained. The proposed development would form a new feature within the setting of the church when viewed travelling west out of the City Centre but it would be to the rear of the church with its height and massing thereby diminished, allowing the church to dominate the foreground. The quality of the design of the proposed
building and enhancement to the surrounding townscape would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected.

The site itself does not contain any heritage assets and, in its present form, detracts from the character of the nearby conservation area. In this context, the development of the site presents an opportunity to enhance the architectural and urban qualities of the area.

It is considered that the proposed development would add a positive element to the Manchester skyline. When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city. The proposed scheme would play a key role in linking the Cornbrook Hub Proposals and the St Georges area with the remainder of the City Centre, and this development would introduce a clear clustering of buildings to create a dynamic and varied skyline.

On balance therefore the proposed development would enhance the character and appearance of Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings.

There are possible archaeological remains across the site from former housing with cellar dwellings and it is therefore recommended that a programme of further investigation is carried out in advance of any construction works.

**Relationship to Transport Infrastructure**

Chester Road is a bus route and there are bus stops very close to the site. It is within walking distance of Deansgate Railway Station (which also provides access to Metrolink services at Deansgate-Castlefield), and Cornbrook tram stop. The opportunity for sustainable travel is enhanced further by the site’s location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

Highway Services do not object to the proposal in principle and the applicant is responding to the detailed design comments made, which can be subject to condition.

Neighbours have raised concerns regarding on-street parking in the vicinity of the site, which may be due to existing residents or commuters, or a combination of both. This should be controlled through the enforcement of the Traffic Regulation Orders. The proposed development would provide approximately 50 per cent parking spaces when compared to the number of residential units. A condition should be applied to any approval to ensure that the parking spaces are used by residents of the development, rather than being rented out to commuters. The proposal includes the provision of two City Car Club spaces and a Framework Travel Plan (TP) prepared in support of the application sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development. The Plan is intended to encourage individuals to choose alternative modes over single
occupancy car use and where possible reduce the need to travel at all. Given the measures put forward and the highly sustainable location of the development, it is considered that the parking provisions are adequate and that the proposal would not have a detrimental impact on transport infrastructure.

**Architectural Quality**

The key factors to evaluate are the development’s scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The development has been designed to integrate with its context and the wider City Centre. The proposal is for a high quality building that would reinforce this gateway entry point to the city centre. The massing has been considered so as not to adversely affect the settings of the Castlefield Conservation Area and the nearby listed buildings.

The mass of Building 1 has been broken down in order to reduce its overall impact, with the tallest element fronting Chester Road, and stepping down at the rear of the building to respond to the proposed area of public realm and the lower scale of buildings to the north of the site. The building would have a tri-partite subdivision, which is typical of traditional Manchester buildings. The buildings would be constructed using a mixture of traditional and contemporary materials, with detailed design features, which make reference to older buildings within the area, such as Britannia Mills and St George’s Church. The materials would be in keeping with those within Castlefield Conservation Area where the materials tend to be industrial and rugged in character. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

**Sustainable Design and Construction**

The application is supported by an Environmental Standards Statement and an Energy Statement, which provide a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. The building design would achieve a site wide 15% carbon dioxide emission reduction compared to Building Regulation Part L (2010). The development would achieve a minimum of Code 4 for Sustainable Homes and ‘Very Good’ BREEAM rating. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and the development would utilise heating and hot water through a community heating scheme. It is considered therefore that the development would have sustainable design and construction.

**Credibility of the Design**
This section considers the technical and financial credibility of the scheme. Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction, and conditions such as requiring samples of materials should be attached to ensure this is achieved.

The applicant and design team have local market experience and familiarity with the issues associated with developing high quality buildings. They have worked closely to ensure the design meets the budgetary requirements to ensure the scheme is commercially viable. It is considered that the development quality has been maximised whilst ensuring this has not undermined the scheme’s viability.

The design team has recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered. The applicants have provided a viability assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

**Contribution to Public Spaces and Facilities**

It is important that the development interacts positively with and contributes to its surroundings at street level. The existing buildings and layout of the site contribute little to public spaces and facilities. The proposed development would deliver a significant enhancement to the townscape of Chester Road and would provide a 4m setback from the back of pavement to create an area of hard and soft landscape including a line of trees along the back of pavement, softening the impact of this busy arterial route. The development would reconfigure the area to the rear of the site to provide an area of public realm with a mixture of commercial units opening out onto the public area that would serve the local community. The public realm area to the rear would link in with existing and future developments to provide a public route and vista running parallel with Chester Road through to St George’s Church. It is considered therefore that the proposal would make a significant positive contribution to public spaces and facilities.

**Effect on the Local Environment**

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Sunlight, Daylight and Overshadowing

A sunlight and daylight and overshadowing report has been undertaken and supplemented by one that considers the impact on the yet undeveloped Rooftop Gardens development at 1 Ellesmere Street. In terms of daylight, the proposed development would not cause a reduction in the daylight received by residential properties, but would affect the offices located to the south of the site on the opposite
side of Chester Road. However, under the BRE guidance office buildings are not considered as important as residential buildings, and within an urban location such as this one, the impacts are considered to be acceptable.

The analysis shows that units to the north of the site, including those in the south façade of Britannia Mills could have some obstruction to sunlight but that this is not predicted to be significant. In terms of overshadowing, the shadow area at midday on 21 March would fall mainly within the red line of the application site, covering car parking and vegetation. The report concludes that existing amenity spaces would not be affected and that the potential overshadowing impacts are not predicted to be significant.

(b) Wind

A preliminary wind assessment has been undertaken to assess the pedestrian level wind environment for the proposed development. The assessment concludes that Building 1 is likely to be exposed to the prevailing winds, but due to its orientation, façade downwash is likely to be small and the areas surrounding the building are likely to be suitable for standing and walking, with the public realm area to the north of the building suitable for sitting. Entrances to the building are likely to be located in sheltered locations. If sitting areas are placed close to the corners of the buildings, additional local mitigation surrounding these areas may be required. It is considered therefore that the proposed development would not have a significant detrimental effect on the wind environment in and around the site. However, a condition should be attached to carry out a detailed assessment to confirm the conclusions set out in the preliminary assessment and make recommendations for mitigation if necessary.

(c) Air Quality

The construction of the proposed development is expected to produce dust and increased emissions, with any adverse impacts during construction likely to be temporary, short term and of a minor impact. The application is supported by a preliminary outline health and safety plan, which puts forward appropriate mitigation measures during the construction period to deal with dust. It is considered that the traffic generated by the proposal would have a minimal effect on local pollution concentrations. The requirements for ventilation have been integrated into the design of the building so as not to adversely impact on the amenity of future residents and pedestrians. Given the above, it is considered that the proposal would have an acceptable impact on air quality.

(d) Noise and Vibration

Whilst the principle of the proposed use is acceptable it could impact upon amenity within the area through noise generation from within the premises and from plant and equipment.

An acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between the various proposed uses and these measures are capable of being controlled through a condition.
Therefore, subject to compliance with conditions in relation to the hours during which deliveries can take place, the acoustic insulation of the building and any associated plant and equipment that there will be no adverse impact on amenity as a result of the proposed use.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A Television Reception Survey has been carried out based at key locations that the proposed development could have an effect on. The report concludes that existing properties already suffer from degraded reception due to large buildings already in the line of site of the transmitter aerials, with some residents relying on the local relay in Hulme to receive their signals and most residents have access to satellite signals, which would not be affected by the proposed development. A condition requiring a post-construction survey should be attached to any permission to check whether there has been an impact from the completed development and to ensure that the mitigation measures are appropriately targeted if necessary.

(f) Vehicle Movements

The impacts of the proposals on the highway network have been considered and there are no highway objections subject to agreement of details which should be a condition of any consent granted. In view of the above the proposals are consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

**Contribution to Permeability**

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up, or closure, of views to improve the legibility (ie the degree to which a place can be easily understood and traversed) of the city and the wider townscape is an important planning consideration.

The site’s permeability and legibility would be improved by the provision of a landmark building with improvements to the public realm along Chester Road, the provision of ground floor commercial units, providing an active frontage to Chester Road and the proposed public realm to the rear. The proposal would recreate pedestrian linkages from Ellesmere Street down Bentinck Street through to Chester Road, as well as creating a public square that has the potential to provide a linkage, as part of future developments, through from Hulme Hall Road to Arundel Street and St George’s Church, re-introducing the physical connection and vista to St George’s Church along the line of the former Church Road.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

**Provision of a Well-Designed Environment**
The proposals include a high quality design and finish. The majority of the apartments in building 1 are duplex, but with some triplex and single storey apartments also provided. Amenity space for residents of building 1 would comprise a communal lounge on the upper ground floor; private terraces for apartments on the 10th floor; balconies to some of the apartments that are positioned on the rear elevation of the building; and, a communal roof terrace, which it is proposed would include urban beehives, communal gardens, picnic area and grassed terrace, located on the 10th floor, which would be accessible to all residents in the building. In addition, a high quality public realm space would be provided with active uses fronting onto it. It is considered therefore that the proposal would provide a well-designed environment.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABE guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8, 10 and 12 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

**Full access and Inclusive Design**

The Proposal would provide level access at the main entrances and throughout the scheme. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

**Crime and Disorder**

The proposed use would bring additional vitality to this underused site and the broader area. The development would overlook frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve ‘Secured by Design’ accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

**Ecology and Biodiversity**

The proposal would have no adverse effect on statutory or non-statutory designated sites. A bat inspection survey report has been carried out, which found no signs of bats and concluded that all of the buildings and trees within the site are deemed unsuitable for roosting bats. Whilst a number of trees on the site would be lost, the scheme proposes a large number of trees to be planted and a condition requiring full details of this should be attached to any approval. The proposal could enhance the ecology and biodiversity of the site through its landscape scheme and through the
introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

**Contaminated Land and Impact on Water Resources**

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a materials management plan and, following completion of site works, a verification report.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

**Flood Risk**

The application site does not lie within a flood risk zone and the development is designed to minimise surface water run-off.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would, on balance, be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

**Consultee and Objectors' comments**

It is considered that the majority of the grounds of objection have been addressed in the main body of this report. However, those that have not, or ones requiring further clarification, are dealt with below:

Impact on residents' views – whilst this is not a material planning issue, it should be noted that the area between the application site and the residents within the St George's area is likely to be developed in the future and views from existing buildings in the area will therefore inevitably change.

The scheme should provide town houses – the development has been designed to provide a mix of sizes of apartments that are considered to be appropriate in this City Centre location. Given its location adjacent to Chester Road, a development of the kind under consideration here is considered to be more appropriate.

**Conclusion**

It is considered that a mixed use development incorporating a relatively tall building and the proposed level of residential and commercial units would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. This report has demonstrated that this is an appropriate site for a taller building and that the
development proposed would be well designed and of a high quality and would fulfil an important role in providing a residential accommodation within the City Centre, for which there is a need.

As detailed above a residential development at the site would be consistent with a number of the GM Strategy’s key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

It is considered that the proposed building would enhance the character and appearance of the nearby Castlefield Conservation Area and, whilst it would have an impact on the views of listed buildings on Chester Road, it would not harm the significance of the nearby listed buildings.

The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm in the area. The form of the proposal would maximise the potential of the site in an acceptable manner.

Given the above, it is considered that the proposal is in accordance with the City of Manchester’s planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person’s home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing 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 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. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation**  **APPROVE**

**Article 35 Declaration**
In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways and amenity.

**Reason for recommendation**

**Conditions to be attached to the decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

- 427.001 Rev A - Landscape and Public Realm Plan
- A212_P_1A - Location Plan
- A212_P_2B - Block Plan
- A212_P_015 - Proposed Waste Strategy
- A212_P_16E - Block C1 Proposed Basement
- A212_P_17E - Block C1 Proposed Ground
- A212_P_18D - Block C1 Proposed Upper Ground
- A212_P_19D - Block C1 Proposed First
- A212_P_20D - Block C1 Proposed Second
- A212_P_21D - Block C1 Proposed Third
- A212_P_22D - Block C1 Proposed Fourth
- A212_P_23D - Block C1 Proposed Fifth
- A212_P_24D - Block C1 Proposed Sixth
- A212_P_25D - Block C1 Proposed Seventh
- A212_P_26D - Block C1 Proposed Eighth
- A212_P_27C - Block C1 Proposed Ninth
- A212_P_28D - Block C1 Proposed Tenth
- A212_P_29C - Block C1 Proposed Eleventh
- A212_P_30D - Block C1 Proposed Roof
- A212_P_031C - Block C2 Proposed
- A212_P_41C - Block C1 Proposed North Elevation
- A212_P_42B - Block C1 Proposed East and West Elevations
- A212_P_43A - Block C2 Proposed Elevations
- A212_P_44 - Proposed Sections
- A212_P_70 - Proposed Chester Road Elevation (North)
- A212_P_71 - Proposed Church St Elevation
- A212_P_72A - Proposed Ellesmere St Elevation
- A212_P_73 - Proposed East & West Context Elevations
- A212_P_100 - Block C1 South Ele Apartment Entrance
- A212_P_101 - Block C1 North Ele Apartment Entrance
- A212_P_102 - Block C1 South Ele Comm/Retail Entrance
- A212_P_103 - Block C1 South Ele Recessed Window Detail
A212_P_104 - Block C1 North Ele Typical Balcony Detail
A212_P_105 - Block C1 North Ele Typical Roof Terrace Detail
A212_P_106 - Block C1 South Ele Typical Window Detail
A212_P_107 - Block C1 North Ele Typical Window Detail
A212_P_108A - Block C1 North Ele Cladding Detail (car park)
A212_P_109 - Block C2 South Ele details

Noise Impact Assessment by REC Ltd Ref 90505R4, 29/04/2015
Framework Travel Plan by SCP Ref LK/14066/FTP/2, July 2014
Bat Inspection Survey by REC Ltd Ref 60155P2R1, 20/06/2014
Arboricultural Survey Report by REC Ltd Ref 60155P1R1, 20/06/2014
Pre Construction Signal Reception Survey by Astbury, 17/03/2014
Daylight, Sunlight and Overshadowing Assessment by REC Ltd Ref 33826R2, 23/07/2014
Sustainable Homes Pre Assessment Analysis by CIBSE, 04/04/2014
BREEAM Retail - Pre Assessment Analysis by CIBSE, 08/04/2014
Transport Assessment by SCP Ref LK/14066/TA/2, July 2014
Transport Assessment Addendum by SCP Ref LK/14066/TAA/0, Feb 2015
Appendix 4 by SCP
Appendix 11 by SCP
Energy Assessment and Sustainability Statement by CIBSE, 08/04/2014
Phase 1 Geo-Environmental Site Assessment by REC Ltd Ref 45459p1r1, July 2014
Noise Impact Assessment by REC Ltd Ref 90505r2, 24/07/2014
Archaeological Desk Based Assessment by Paul Butler Associates, 21/03/2014

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) Before any development commences, the following shall be submitted to and approved in writing by the City Council as local planning authority:
(a) Samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, and all external surface materials;
(b) Details of the drips to be used to prevent staining; and
(c) A strategy for quality control management

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council’s current guidance document (Planning Guidance in Relation to Ground Contamination).
In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City 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, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is 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, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following

*Hours of site opening / operation
* A Site Waste Management Plan,
* Air Quality Plan;
* A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
* The parking of vehicles of site operatives and visitors;
* Loading and unloading of plant and materials;
* Storage of plant and materials used in constructing the development;
* Construction and demolition methods to be used, including the use of cranes;
* The erection and maintenance of security hoarding;
* Measures to control the emission of dust and dirt during construction and;
* A scheme for recycling/disposing of waste resulting from demolition and construction works;
* Details of and position of any proposed cranes to be used on the site and any lighting;
* A detailed programme of the works and risk assessments;
*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
*Details on the timing of construction of scaffolding,
*A Human Impact Management Plan,
*Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

has been submitted to and approved in writing by the City Council as local planning authority.

The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

6) No development shall commence unless and until a detailed wind assessment of the proposed development has been submitted to and approved in writing by the City Council as local planning authority. The assessment shall include recommendations for any mitigation measures deemed necessary and any approved measures shall be implemented in full as part of the development.

Reason - To ensure that a satisfactory wind environment is achieved for pedestrians pursuant to policy DM1 of the Core Strategy for the City of Manchester.

7) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

8) Prior to any earthworks taking place on the site, a report including a survey for invasive plant species, including Japanese knotweed and Himalayan balsam, shall be submitted to and agreed in writing by the City Council as local planning authority. Should any invasive species be found to be present, the report shall include a method statement detailing avoidance, control and eradication measures to be carried out before development commences.

Reason – The site may contain invasive species requiring treatment, pursuant to Policies EN15 and DM1 of the Core Strategy.

9) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. This shall include details of those existing trees to be removed and those existing trees that are to be retained, and details of replacement tree planting to be provided in line with the Manchester Tree Strategy. 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.

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 policies SP1, EN9 and DM1 of the Core Strategy.

10) 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 as required under Condition 6; 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 EN9 and EN15 of the Core Strategy.

11) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, identified within the Television Reception Survey by Astbury TV Aerials Ltd dated 17th March 2014, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of 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, in the interests of amenity, as specified in policy DM1 of Core Strategy.

12) Notwithstanding the details shown in the approved drawings and documents, the development hereby approved shall not commence unless and until the outstanding highway matters, as set out in Pete Watkiss’ email to Lucy Harrison dated 18/06/2015, have been resolved and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

13) The details of an emergency telephone contact number for the construction site manager shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

14) The wheels of contractors’ vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

15) No part of the development shall be occupied until measures/features that are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes, have been submitted to and approved in writing by the City Council as local planning authority and those approved measures/features have been incorporated into the development.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable
16) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

17) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City 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 DM1 of the Adopted Core Strategy for the City of Manchester.

18) 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 DM1 of the Core Strategy for the City of Manchester.

19) The commercial uses shall not be open outside the following hours:

A1, A2 and B1a Uses – 07:00 to 19:00 Monday to Sunday (including Bank Holidays)
A3 Use – 07:00 to 23:00 Monday to Sunday (including Bank Holidays)
A4 Use – 12:00 to 23:00 Monday to Sunday (including Bank Holidays).

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

20) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.
21) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Chester Road, and any other actual or potential sources of noise on or near the site including any local commercial or industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from nearby noise sources in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

22) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) No part of the site outside the buildings shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

25) No loading or unloading shall be carried out on the site outside the hours of 07:30 to 20:00, Monday to Saturday.

There shall be no loading or unloading on Sundays or Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

26) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least ‘Very Good’. A post construction review certificate shall be submitted to and
approved in writing by the City Council as local planning authority within 6 months of the building hereby approved being first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policies ER13 and DP3 of Regional Spatial Strategy for the North West (RSS13) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

27) Before the development hereby approved is completed, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building, shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

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

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

29) Before first occupation of the development full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

30) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved
scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

31) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

32) The car parking spaces hereby approved shall be used only by residents occupying Building 1 or Building 2 of the development hereby approved and by no other persons.

Reason: To ensure that adequate parking is provided for occupiers of the development in the interests of highway safety and amenity, pursuant to Core Strategy policies SP1 and DM1.

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: 106657/FO/2014/C1 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 held by the Planning Division.
The following residents, businesses and other third parties in the area were consulted/ notified on the application:

- Contaminated Land Section
- Highway Services
- Housing Strategy Division
- Environment & Operations (Refuse & Sustainability)
- Travel Change Team
- Environmental Health
- Neighbourhood Team Leader (Arboriculture)
- Corporate Property
- South Manchester Regeneration - Central SRF
- Greater Manchester Police
- United Utilities Water PLC
- English Heritage (NW Region)
- Environment Agency
- Transport For Greater Manchester
- Greater Manchester Archaeological Advisory Service
- Greater Manchester Ecology Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

- Contaminated Land Section
- Highway Services
- Environmental Health
- Neighbourhood Team Leader (Arboriculture)
- United Utilities Water PLC
- English Heritage (NW Region)
- Environment Agency
- Transport For Greater Manchester
- 3 St George's Avenue, Hulme, M15 4FR
- 37 St George's Avenue, Hulme, M15 4FR
- 13 Thomas Court, Hulme, M15
- Flat 224, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NX
- Flat 720, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NZ
- Flat 712, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NZ
- Flat 617, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NZ
- 418 Timber Wharf, Manchester, M154NY
- 613 Timber Wharf, Worsley Street, Manchester, M15 4NZ
- 616 Timber Wharf, Manchester, M15 4NZ
- 613 Timber Wharf, 32 Worsley STret, Manchester, M15 4NZ
- 2 Barrack Street, Manchester, M15 4ER
- 3 Catfield Walk, Manchester, M15 4HH
- 17 Lower Moss Lane, Hulme, M15 4HP
- 27 St George's Avenue, Hulme, M15 4RF
- 15 Bramfield Walk, St Georges, Hulme, M15 4HF
Manchester City Council                      Item 13
Planning and Highways Committee                           2 July 2015

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<tr>
<td>215-219 Chester Road, M15 4JE</td>
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**Relevant Contact Officer**: Lucy Harrison  
**Telephone number**: 0161 234 5795  
**Email**: l.harrison1@manchester.gov.uk