Application Number 093871/REP/2010/N1
Date of Appln 20th Sep 2010
Committee Date 7th Apr 2011
Ward Cheetham Ward

Proposal
Application for a new planning permission to replace extant permission 078626/OO/2006/N1 for a mixed use scheme comprising 500 apartments and commercial uses (3,284 sq.m) comprising class A1 retail (max 1,000 sq.m), Class A2 (offices), Class A3 (restaurant), Class A4 (public house), Class A5 (hot food takeaways), Class B1 (business use), Class D1 (community use), Class D2 (assembly and leisure) (max 1,000 sq.m) in the form of 3 buildings comprising 19, 17 and 13 storeys in height respectively.

Location Land At Faber Street/ Roger Street, And Redbank, Cheetham
Applicant Satnam Investments Ltd, C/o Agent
Agent Mr Collin Griffiths, Satnam Planning Services Ltd, 17 Imperial Square, Cheltenham, Glous, GL50 1QZ

Description

The Site - This application relates to a surface public car park that is bounded by Roger Street, Red Bank, Faber Street and the River Irk in the Cheetham area of North Manchester. The site is to the east of the Green Quarter development and covers an area of 1.06 hectares. A disused railway viaduct is located to the west of the application site. The Green Quarter has a number of residential apartment blocks, however the rest of the area surrounding the application largely consists of commercial and industrial uses. The River Irk runs into a culvert directly to the south of this site.

The Proposal - Planning permission is sought to renew the outline approval given under planning application 078626 for a mixed use scheme comprising 500 apartments and commercial uses (3,284 sq. m), comprising Class A1 retail (max 1,000 sq. m), Class A2 (offices), Class A3 (restaurant), Class A4 (public houses), Class A5 (hot food takeaway), Class B1 (business use), Class D1 (community uses), Class D2 (assembly & leisure) (max 1,000 sq. m), in the form of three buildings comprising 19 storeys, 17 storeys and 13 storeys in height respectively. Under this permission, siting, external appearance and means of access were considered with landscaping and design reserved.

The proposal involves the erection of three blocks of apartments, all aligned in an east-west orientation. The most northerly sited block would be 19 storeys in height at its highest point along the boundary with the railway viaduct, dropping to 9 storeys alongside the riverside walkway. The middle block would be 17 storeys in height at its highest point along the boundary with the viaduct, dropping to 9 storeys alongside the riverside walkway. The most southerly sited block would be 13 storeys in height, dropping to 8 storeys alongside the river. The ground, first and second floors of the northerly block would face onto Roger Street and would have two commercial units at each level. The easterly units would wrap around onto the River Irk frontage. The scheme would also include two additional commercial units that would be accessible from the proposed riverside walkway. The proposed commercial uses would include
Class A1 retail (not more than 1000 sq. m), Class A2, Class A3, Class A4, Class A5, Class B1, Class D1 and Class D2 (not more than 1000 sq. m) creating a total floorspace of 3284 sq. m within the proposed development. The proposed development would also create 500 apartments. 20% of these would be 1-bedroomed apartments, 70% would be 2-bedroomed apartments, and 10% would be 3-bedroomed apartments.

Due to the sloping nature of the site, the proposed car parking for the development would be located on three levels with some accommodation being above ground level behind the proposed commercial accommodation and below the raised podium garden areas between the proposed blocks. A total of 625 no. car parking spaces are proposed. 51 no. of these spaces would have designated accessible transfer zones and would be spread across each floor. The scheme would also have cycle storage areas on each level of the proposed car park.

Amenity space would be provided in the form of linear areas of landscaping between the proposed blocks, and in the form of roof gardens. Indicative plans indicate that the landscaping would include the planting of 62 no. trees.

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

Consultations

Publicity - The application was advertised in the local press as a major development. No representations have been received as a result of this publicity.

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. 6 letters of representation have been received, including representations from the Green Quarter Residents Association, where the main issues of concern are as follows:

- Fears that the traffic and parking situation on Red Bank would get worse as a result of the new development, especially as since the time of the proposal development, there is now more development (and occupants) within the Green Quarter
- Concerns that there is only one access point into the development from Red Bank
- The narrowness of the Aspin Road tunnel leading into Red Bank
- Inadequate pedestrian crossings in the area
- Concerns over the proposed Class A4 and A5 uses proposed as it is considered it would be disruptive to the area in terms of crime and anti-social behaviour
- Concerns over the addition of more apartments to the area, especially as one apartment block in the adjacent Green Quarter is completely unoccupied
- Fears regarding loss of light for Green Quarter residents due to the height and orientation of the proposed buildings
- Disruption during building work
- Concerns that the disused railway arches on Red Bank do not form part of the application
- Concerns about privacy for residents of the Green Quarter if windows are proposed to face the Green Quarter/Red Bank

North Manchester Regeneration Team – The North Manchester Strategic Regeneration Framework and the Collyhurst Local Plan both identify the neighbourhood which includes the Satnam site as a major opportunity to create a new, residential led community in this largely derelict and commuter car park-dominated locality. The City Council are now seeking to procure this major regeneration priority by offering the strategic development opportunity to potential investment partners capable of working with the City Council and other stakeholders to achieve the vision over the coming decade. It would be inappropriate for potential future partners to be constrained by a long term planning consent on a key part of the area which reflects a different property market time and place which may not return in the coming decade. The City Council wishes to continue working with key landowners such as Satnam to help deliver the overall vision but it is believed that each part of the area needs to be brought forward through achievable and deliverable schemes in a coordinated manner. The deliverability of the current Satnam scheme and the potential for other, residential-led solutions needs to be reassessed as part of this process once strategic investment partners are in place. In these circumstances, it is reasonable to restrict the renewal of the previous consent to a 12 month period.

Highway Services - Following the submission of some revised traffic data, there are no further queries

Corporate Property - No representations received

Environmental Health - Stated that conditions with regard to refuse storage and collection, hours of use, fume extraction, acoustic insulation of the commercial uses, the residential accommodation and any external plant, and hours of deliveries and collections should be attached to any approval granted

Contaminated Land Section - Stated that a condition should be attached to any approval granted requiring that any possible contaminated land at the site should be investigated and, if applicable, the necessary remediation measures to deal with any land contamination should be carried out

Director Of Housing - No representations received

Environment & Operations (Highway Authority) - No representations received

Environment & Operations (Refuse & Sustainability) - No representations received

GMPTE - No representations received

Greater Manchester Police - Made some comments about the proposed scheme and
said that it is essential that the development is designed and constructed to Secured by Design standards and compliance should be made a condition of planning approval

Greater Manchester Archaeological Unit - Would request that their previous comments and the archaeological condition (no.25) are transferred across to this renewal

Greater Manchester Ecology Unit - No objections. The comments submitted for application 078626 remain relevant.

Manchester Airport Head Of Planning & Environment - As with the original application, there are number of conditions that are advised to be attached to any permissions granted.

These are:

1) It is anticipated that cranes may be required during the construction process. Cranes whilst they are temporary, can be a hazard to air safety. Due to the proposed height of the structures, the developer or crane operator should notify Manchester Airport Airfield Operations at least 1 month in advance of requiring to erect or to use a crane or any tall construction equipment. Should the apparatus not conflict with any aerodrome safeguarding criteria, a Manchester Airport crane permit will be issued.

2) Manchester Airport must be consulted on and approve in writing full details of the proposed buildings in any application for approval for reserved matters.

Reason: To ensure that Manchester Airport's obstacle limitation surfaces are protected and to ensure the safe operations of aircraft.

Environment Agency - The Environment Agency (EA) had previously raised an objection to the proposals as the Flood Risk Assessment (FRA) from SKM demonstrated that the proposed modifications of ground levels resulted in the loss of 25 m3 of floodplain storage. Also, the EA had expressed concerns over the retention of access for maintenance purposes. Planning was approved by the Council without the inclusion of planning conditions related to flood risk.

The FRA from SKM dated 28 September 2010 has been updated referring to the SFRA Level 2 but not referring to the estimated flood levels in an extreme event (0.1% AEP). PPS25 Annex E specifies that FRA should consider the effects of a range of flooding events including extreme events on people, property, the natural and historic environment and river.

The proposed ground Level 1 of 30 mAOD would result in inundation depth in excess of 1.5 metres during an extreme event, for which there is a 0.1% risk of it happening in any given year. PPS25 Practice Guide Paragraph 6.13 provides specific advice when car parking are proposed in areas subject to flooding. The Environment Agency provides a Flood Warning Service for the Lower Irwell catchment downstream of the site at present. In future our Flood Warning service might be extended to the River Irk
catchment at this location.

The Council is advised to consider the practicality and feasibility to evacuate the car park upon receipt of a flood warning. Since this matter is a detail we consider that it could be dealt with by a planning condition.

**Issues**

**National Policy**

*Planning Policy Statement 1: Delivering Sustainable Developments (2005)*

PPS1 encourages the promotion of urban regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Sustainable development is the core principle underpinning planning and this can be defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. PPS1 states that planning should facilitate and promote sustainable and inclusive patterns of urban development by ensuring high quality development through good and inclusive design and ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities. Local Authorities should promote development that creates socially inclusive communities, including suitable mixes of housing. Development should deliver safe, healthy and attractive places to live. PPS1 places great emphasis on Design and states that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Authorities should strive to achieve high quality and inclusive design from all developments. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. Developments should ensure a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development. It is considered that development on this site is in principle consistent with the guidance in PPS1, however there is an issue about deliverability of such a scheme which is addressed elsewhere in this report.

*Planning Policy Statement 3: Housing (2006)*

PPS3 provides guidance on issues such as design quality, residential mix and affordable housing. In terms of design quality, schemes should create places, streets and spaces that would meet the needs of people, and be visually attractive, safe, and accessible. PPS3 states that the Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, and in a community where they want to live. To achieve this, the Government is seeking, amongst other things to achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community. It also wants to widen opportunities for home ownership and ensure the availability of high quality housing for those who cannot afford market housing, and also improve affordability across the housing market, including by increasing the supply of
housing. As PPS1 above, PPS3 is also very clear on achieving high quality housing through good design. It explains that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities. PPS3 states that new housing should be integrated with, and complement, neighbouring buildings and the local area more generally in terms of scale, density, layout and access. PPS3 also concentrates on achieving an appropriate mix of housing. It is considered that the proposed development which includes 500 apartments is consistent with the guidance in PPS3.


PPS4 was published in December 2009 and replaces the following Planning Policy Statements and Guidance:

- Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms
- Planning Policy Guidance 5: Simplified Planning Zones
- Planning Policy Statement 6: Planning for Town Centres
- Planning Policy Statement 7: Sustainable Development in Rural Areas

The new PPS4 states that the government's overarching objective is sustainable economic growth. To help achieve this, one of the government's objectives is to promote the vitality and viability of town and other centres as important places for communities. To do this, the government wants, amongst other things, new economic growth to be focused in existing centres, competition between retailers, and enhanced consumer choice through the provision of innovative and efficient shopping in town centres. When assessing the need for retail and leisure development, local planning authorities (LPAs) should, amongst other things:

- Take account of both the quantitative and qualitative need for additional floorspace
- Give additional weight to meeting qualitative deficiencies in deprived areas that lack access to a range of services and facilities
- Include realistic assessments of existing and forecast population levels
- Assess whether there is provision and distribution of shopping facilities which allow genuine choice to meet the needs of the whole community, particularly those living in deprived areas
- Look at the degree to which shops may be overtrading.

PPS4 states that at a local level, LPAs should consider setting floorspace thresholds for the scale of edge and out of centre development which should be subject to an impact assessment. LPAs should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably. Better developments are those that would limit carbon dioxide emissions, would be accessible by a choice of means of transport, would have a positive impact on economic and physical regeneration (including the impact on deprived areas), and a positive impact on local employment.

PPS4 also states that a sequential assessment is required for planning applications
for main town centre uses that are not in an existing centre and are not in accordance with an up to date development plan. In considering sequential assessments, LPAs should, amongst other things, ensure that sites are assessed for their availability, suitability and viability, and ensure that firstly all in-centre options and secondly all edge of centre options have been thoroughly assessed before other sites are considered. In configuring the impact assessment, planning applications should be assessed against the following impacts on centres:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal
- The impact of the proposals on in-centre trade/turnover and on trade in the wider area

PPS4 concludes that planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan should be refused where:

- The applicant has not demonstrated compliance with the requirements of the sequential approach
- There is evidence that the proposal is likely to lead to significant adverse impacts

If no significant adverse impacts are identified, planning applications should be determined by taking account of the positive and negative impacts of the proposal and the likely cumulative effect of recent permission, developments under construction and completed developments.

In terms of the proposed development, it would be located on the edge of the City Centre and would introduce a maximum of 1000 sq. m. of retail floorspace within the scheme, which would be ancillary to the principle use of the site. In addition, the principle of the range of uses proposed for the mixed use development have already been approved under the previously approved application 078626. As such, it is considered that the scheme is generally consistent with the guidance in PPS6.


PPG13 aims to encourage the use of alternative modes of transport that have less of an environmental impact and reduce the reliance on the private car. The site is very accessible seeing as it is located very close to Manchester City Centre and therefore close to a variety of public transport sources and nodes. In addition, the development would accommodate 625 cars that would serve 500 apartments and a variety of commercial uses. As part of the application, up to date transport assessment data was supplied by the applicant and the Head of Engineering has confirmed that they are still satisfied with the proposal in terms of its impact on the local highway network. For these reasons, the development is considered to be consistent with the guidance in PPG13.

*Planning Policy Statement 23: Planning and Pollution Control (2004)*

PPS23 provides advice on the relationship between controls over development under
planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments that would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development. In this particular instance, part of this site was previously used for industrial uses but would be fully remediated to allow for the redevelopment of the site.


PPS25 provides advice on ensuring that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Flood risk is categorised into zones and the application site is wholly located within Flood Zone 2, which is defined as having a medium probability of flooding, and a very small section of the site is within Flood Zone 3 which is predicted to have a 1 in a 100 or greater annual probability of river flooding. PPS25 advises that within this Zone 2, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development, and the appropriate application of sustainable drainage techniques. In Flood Zone 3, all planning applications should be accompanied by a flood risk assessment. It is considered that due to the design/layout of the scheme, and amendments made to the previously approved scheme as a result of discussions with the Environment Agency, the proposal is consistent with PPS25.

*Regional Policy*

The Regional Spatial Strategy (RSS) for the North West of England policy DP2 promotes sustainable communities by focusing on achieving a high quality of life and fostering sustainable relationships between homes, workplaces and other concentrations of regularly used facilities and services. Policy DP7 is related to promoting environmental quality and states that local planning authorities should promote good quality design in new development and ensure that development respects its setting. For the reasons outlined below, it is considered that the development is consistent with policies DP2 and DP7 of the RSS.

*Local Policy*

*Unitary Development Plan*

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

Policy E1 advises that major new development will be required to be located where it can be easily served by public transport. Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a
holistic approach to dealing with economic, social and environmental problems. It is considered that the proposal is consistent with these policies.

Policy E3.1 encourages the reclamation of derelict land with a view to re-use. Policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. Policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys and canals. It is considered that the proposal is consistent with these policies.

Policy S2.1 advises that the Council recognises the importance of good quality local and convenience shopping facilities within easy reach of people’s homes and will ensure that all parts of the City are well provided for and that facilities are accessible to everyone. New shops to meet local need will be encouraged. The proposed facilities within the proposed development would accord with this policy in that it would provide new quality local shopping provision for the residents of Cheetham and Green Quarter. Policy S2.4 advises that new shopping facilities should not significantly affect the amenities of nearby residential areas, particularly through increased traffic congestion, noise and pollution from cars. This scheme would involve the re-development of a surface car park for a mix of uses including an element of retail Use Class A1. Given access to the site would be from existing routes which currently serve the site, it is considered that the proposed development would not significantly affect the amenities of the future nearby residential communities. Policy S2.5 requires that new shopping facilities are designed to high standards with adequate parking and should provide a safe and attractive environment for shoppers. The indicative plans show a modern, well-designed development which provides focal features at key points and visual interest on the main frontages. The previously approved plans also indicate the provision of cycle parking and car parking spaces allocated for disabled people. It is therefore considered that the proposal complies with policies S2.1, S2.4 and S2.5.

Policy H1.2 states that the Council wishes to ensure that the housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester. The proposal is in accordance with this policy in that the approved scheme provides a range of 1, 2 and 3-bedroom accommodation to cater for the needs of people at different stages in their life or with different housing requirements. The scheme would also widen the range of property types within the local area, and this in turn should lead to better use of the existing housing stock.

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

UDP policies T2.4 and T2.6 relating to 'Transport' are concerned with developments meeting their own car parking needs, including having fully accessible spaces. The development would have 625 no. car parking spaces, 51 of which would be fully
accessible. This is considered to be acceptable.

UDP policy DC9.1 'New Commercial and Industrial Development' states that new development should meet high standards of accessibility for disabled people. The development would be fully accessible throughout and the car park would have 51 no. fully accessible parking spaces.

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

The proposed mix of uses

Aside from the residential apartments proposed, the commercial uses within the development would comprise of Use Classes A1, A2, A3, A4, A5, B1, D1 and D2, over a total floorspace of 3284 sq. m within the scheme. It is considered that this mix of uses would create vitality and diversity in the Cheetham area and provide increased activity at all times of the day.

The impact of the scheme on regeneration in the area

There has been a great deal of regeneration in the Cheetham area in recent years and the redevelopment of this existing car park site with a high quality new mix-used scheme would be welcomed, provided it can be demonstrated that it would positively contribute to regeneration in the area that is both ongoing and proposed. In order to bring forward the regeneration of the site, it is considered that the development should only be renewed for a period of 12 months. If the scheme is not forthcoming in that time, it is considered that further negotiations should take place with the applicant in order to bring forward a scheme that can be realistically delivered and therefore help regeneration in this important part of the City Centre fringe and the Irk Valley.

The design and layout of the proposed scheme

The approved plans for the development indicate a proposal of high quality both in terms of its layout on the site and the design of the buildings. The main public aspect of the scheme would front onto Roger Street. The linear courtyard areas between the proposed blocks would provide a mixture of high quality communal spaces. It is considered that the high quality public realm works proposed would be an improvement in visual terms to the riverside environment and would allow safe and secure pedestrian routes. The north and south facades of each block would primarily comprise of full height glazed elements with infill panelling at low level within bedrooms. The western and eastern end of the blocks would comprise areas of glazing set in aluminium cladding. The elevations to the car park areas would be
grilles to be designed to form pictorial elements to reflect themes in the locality and river valley, interspersed with areas buff coloured reconstituted stone where the steps from the landscaped decks adjoin the River Irk.

Proposed massing context within the area

The approved scheme is for 3 no. tall buildings with maximum heights of 19, 17 and 13 storeys respectively. The layout has been designed so that the 19 storey building would be located at the north-western corner of the site in proximity to the disused railway viaduct and then the blocks would drop down in height towards the River Irk. The approved design and location of the blocks would allow the residents of the Green Quarter apartments to retain views over the river, and would enable the creation of south west facing balconies and south east facing roof gardens areas to be provided. With the exception of the north-western corner of the Roger Street block, the other blocks are of comparable or lower height than the Green Quarter blocks on Red Bank. It is not considered that any new development at the Green Quarter built since the previous permission raises any new issues. Similarly it is considered that the proposed development would not cause any undue impact on occupiers of those new developments in the Green Quarter.

Security

The approved scheme has a condition attached to it relating to Secured by Design. An updated condition requiring the development to achieve full Secured by Design accreditation will be attached to the approval.

Car parking and highway considerations

The site is very accessible and sustainable seeing as it is located very close to Manchester City Centre and therefore close to a variety of public transport sources and nodes. In addition, the development would accommodate 625 cars that would serve the 500 apartments and variety of commercial uses. As part of the current application, up to date transport assessment data was supplied by the applicant and the Head of Engineering has confirmed that they are still satisfied with the proposal in terms of its impact on the local highway network. Accident analysis demonstrates that there are no significant historical road safety issues associated with the highway network locally and the proposed development accords with the aims and objectives of local and national transport policy. It is considered that adequate parking would be provided within the scheme in this location given the proximity of bus corridors and the City Centre transport interchange and that the proposal would not have a detrimental impact on the highway network. There are two vehicular access points proposed into the site from Roger Street and Faber Street. Faber Street is an existing access to this site, and Roger Street has been used to access this site in the past. The approved scheme is also subject to a condition requiring the submission of a Green Travel Plan to encourage travel to and from the site by non-car based travel models.

Pedestrian Access

The site adjoins the River Irk. It is proposed to create a pedestrian riverside walkway
and improve access to the site alongside the river.

*Environmental Wind Conditions*

For the previous application (078626), a qualitative study of wind conditions around the proposed development was carried out. For existing site conditions, the report concluded that pedestrian level wind conditions are likely to be suitable for current pedestrian activities. The proposed development incorporates several features of benefit with regards to the pedestrian wind environment in that the southerly block will deflect winds up and over the taller central and northern blocks, limiting the severity of downdraughts for prevailing southerly and south-south-westerly winds. Mitigation measures were also suggested and a condition regarding this was attached to the previous approval regarding this.

*Landscaping*

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

*Ecology*

For the previous application (078626), an ecological assessment was carried out on the site and there was no evidence of any protected species using the site. In addition the site was not considered to be suitable for breeding birds due to the lack of vegetation and the highly disturbed nature of the site due to its current use (car parking). Greater Manchester Ecology Unit have been consulted on the current application and have stated that all relevant conditions attached to the previous approval with regard to ecology should be attached to any new permission granted.

*Archaeology*

As part of the previous application, a desk based assessment was submitted which indicated that the study area does not contain any standing buildings or archaeological significance, however the redevelopment of the site may have a negative impact on buried remains in the study area. It stated that the extent of such an impact can only be established once physical investigation aspect of the proposed development has been carried out. It was therefore recommended that any approval be conditioned to require a programme of archaeological work in accordance with a scheme of investigation. This condition will be attached to any new approval granted.

*Lighting*

As part of the previous application, a condition was attached to the approval relating to the design and submission of an appropriate lighting strategy for all areas of the development.
Sustainability

The previous approval (078626) had a condition attached to it relating to the development achieving a very good rating under BREEAM and the old Eco Homes scheme. An updated condition relating to sustainability levels will be attached to any approval granted.

Noise

3 no. conditions relating to acoustic insulation of the A3/A4/A5 uses, acoustic insulation of the residential accommodation and acoustic insulation of any external plant were attached to the previous approval.

Flood Risk

A revised Flood Risk assessment was submitted with the current application, but the Environment Agency have stated that further work will be needed with regard to this. This has been conditioned as they have not objected to the proposed renewal.

TV Reception

Under the previous application, a study regarding this was undertaken an area to the south west of the site was identified where impairments to television reception could occur due to the proposed development. A set of mitigation measures were recommended. A condition relating to this was attached to the previous approval, and will be replicated on any new approval granted.

Access for Disabled People

The applicant previously submitted a disability access statement and confirmed that the proposal would accord with the City Council's guidance for visitor accessibility as the scheme would include a level threshold to all apartments and lift access. In addition they confirmed that access routes, pedestrian areas, ramps, internal and external doors, entry systems, corridors, toilets, reception areas, showers and bathrooms would comply with DFA2 requirements. In addition, for the proposed public realm works, the applicant previously indicated that lift access from the landscaped decks to the riverside walkway would be achieved by providing access to the lift cores within the block from the landscaped deck. 51 no. fully accessible car parking spaces are proposed within the car park which is considered to be acceptable.

Environmental Impacts

At the time of the previous planning application (078626), the proposed development was subject to a screening opinion and it was considered that the proposal would not have an undue impact on the residential amenities of adjoining occupiers. In the light of guidance contained within circular 2/99, it was considered that an Environmental Impact Assessment would therefore not be required. Information submitted in support of the proposed development at that time included a Planning Statement Report, a
Traffic Assessment Report, an Environmental Review Report, a TV and radio reception report, a Wind Study Report, and an Archaeological desk-based assessment. The applicant also considered a range of potential environmental effects from the development on archaeology, ecology, flood risk, heritage context, regeneration and socio-economics issues, traffic and transport, air quality, noise, TV and radio reception, ground-level wind condition, waste management, and social and community effects.

Section 106 contribution

A significant Section 106 legal agreement accompanies the application. A financial contribution would be provided towards the purpose of improving and maintaining the environment, public realm, highways, public facilities and public infrastructure in the Cheetham area, in the vicinity of the application site, for the purpose of any other costs and expenses in connection with or incidental to the same. The priority of the payment would be for the upgrading of the pedestrian bridge over the River Irk between Roger Street and Dantzic Street and the upgrading of paving and lighting to adjacent streets.

CONCLUSION

The redevelopment of this site with an attractive, high quality development has the potential to deliver major regeneration benefits, and complement the Green Quarter development. The scheme proposed is intensive and high density. There are positive elements to the proposal which would introduce a quality mixed use scheme into North Manchester and would create a significant number of jobs in an area where there are high and long-term unemployment problems in an accessible location for pedestrians and those travelling by public transport. Whilst the development would have certain impacts on the area, the conclusion reached is that there are measures that can and will be introduced to minimise any potential adverse impact. However, it is evident to the City Council that the scheme in its current format is unlikely to be deliverable in the current climate and into the future. This has been acknowledged by the applicant and therefore, with little or no prospect of this and the regeneration benefits, it is not considered appropriate to recommend a further 3 year consent. In light of this, a limited 12 month approval is considered to be appropriate.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person’s home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these articles on the applicant(s)/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. He 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**  MINDED TO APPROVE subject to the signing of a Section 106 agreement relating to a financial contribution for the purpose of improving and maintaining the environment, public realm, highways, public facilities, public infrastructure and the like in the Cheetham area of Manchester

Approve in the light of policies E3.1, E3.3, E3.4, S2.1, S2.4, S2.5, H1.2, H2.2, H2.7, T2.4, T2.6, DC9.1, DC20.1 and DC21.1 of the Unitary Development Plan on the basis that the proposed development would aid regeneration within the area, would have adequate car parking, would be sustainable, would be fully accessible, would be of a high quality design and would not adversely affect visual or residential amenity within the area

**Conditions and/or Reasons**

1) Applications for approval of reserved matters must be made not later than the expiration of 12 months beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

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

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

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

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

5) Details of the ventilation of the internal car park area shall be submitted to and approved in writing by the City Council as local planning authority, prior to the commencement of the development. The development shall be implemented in accordance with the approved details.

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

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

Drawings

05318-D-01
053018-D-02
05318-D-08
053018-D-09
05318-D-10

Disabled Access Statement
Planning Statement Report
Traffic Assessment Report
Environmental Review Report
TV and radio reception report
Waste management strategy report
Wind Study Report
Archaeological desk-based assessment

all stamped as received by the Local Planning Authority on 23rd February 2006

Drawings

053018-D-14A
05318-D-15A
05318-D-16A
05318-D-17A

all stamped as received by the Local Planning Authority on 15th November 2006

Drawings

05318-D-03C
7) **No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.**

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

8) **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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

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

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

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

11) **No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment**
shall be completed before the development is first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

12) 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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

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

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

15) Before the development commences, full detailed designs (including specifications) of all works to highways, both on site and off site, shall have been submitted to and approved in writing by the City Council as Local Planning Authority. The said designs shall include the following:
   a) Pedestrian visibility splays, vehicular visibility splays and footway extensions at the junction of Faber Street and/ Back Red Bank;
   b) Vehicular visibility splay at the Red Bank/ Roger Street junction;
   c) High strength friction grip carriageway surfacing to the north of Red Bank/ Roger Street;
   d) Traffic calming at the Red Bank/ Roger Street junction.

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

Reason - In the interests of highway safety, pursuant to policies E3.5 and T3.1 of the Unitary Development Plan for the City of Manchester.

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

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

17) Prior to the occupation of the buildings hereby approved, a scheme for the storage and disposal of refuse including storage of recyclable materials, shall be submitted to and approved in writing by the City Council as Local Planning Authority.
The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

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

07:30 to 22.30, Monday to Saturday
09.00 to 18.00 on Sundays/Bank Holidays

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

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

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

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

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

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

Reason - To ensure a satisfactory means of drainage

22) The permission hereby approved relates to:

- Class A1 within the development maximum floorspace of 1000 sq. m
- Class D2 within the development maximum floorspace of 1000 sq. m
- Class A1, Class A2, Class A3, Class A4, Class A5, Class B1, Class D1 and Class D2 within the development maximum total floorspace of 3284 sq. m
- 500 residential units

unless otherwise agreed in writing by the City Council as Local Planning Authority.
Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations

23) Details of a Travel Plan with the objective of encouraging sustainable modes of transport for future occupiers of the development, and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In order to promote sustainable modes of transportation, in accordance with the provisions contained within PPS13

24) Upon occupation of the commercial units, any proposed roller shutters on the frontage of the proposed units shall be open/raised from 9.00 a.m. until the business closes in the evening, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

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

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

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

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

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

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

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

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

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

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

29) No development shall commence until the following have been submitted to and approved in writing by the City Council as Local Planning Authority:
   a) A risk assessment of potential harm to the River Irk and associated ecology arising out of the development and construction process;
   b) A scheme for preventing and mediating all harms identified in the risk assessment (including timetables for carrying out such measures).

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

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

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

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

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

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

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

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

Reason - In order to protect aircraft safety and navigation.

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

Reason - In order to protect aircraft safety and navigation.

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

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

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

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

c) Assess the impact of the development on television signal reception within the potential impact area identified in 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 (b) 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, as advised in Planning Policy Guidance Note 8: Telecommunications.

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

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

37) Before any use hereby approved commences, the Class A3, A4, A5 and D2 premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been previously submitted to and approved in writing by the City Council as
local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

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

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

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

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

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

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

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

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

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

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

43) The development hereby permitted by this planning permission shall only be carried out in accordance with a revised Flood Risk Assessment (FRA) based on the FRA prepared by SKM dated 28 September 2010 including 0.1% AEP levels and the following mitigation measures:

1. Limiting the surface water run-off up to 1% plus climate change (FRA section 1.2.10. F3. 10).
2. The external and internal levels are set as per Figure 5 (FRA section 1.2.7).
3. The preparation of an emergency evacuation plan, including the registration with Floodline to receive a Flood Warning.
4. Identification and provision of safe routes into and out of the site to an appropriate safe haven.

The revised FRA shall be submitted to and approved in writing by the City Council as Local Planning Authority before development commences.

Reason

1. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.
3. To ensure safe access and egress from and to the site.
4. To ensure safe access and egress from and to the site.
Pursuant to guidance in PPS25

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: 093871/REP/2010/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

North Manchester Regeneration Team
Highway Services
Corporate Property
Environmental Health
Contaminated Land Section
Director Of Housing
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
GMPTE
Greater Manchester Police
Greater Manchester Archaeological Unit
Greater Manchester Ecology Unit
Manchester Airport Development Company
Manchester Airport Head Of Planning & Environment
Environment Agency
Apartments of Barton Place, 3 Hornbeam Way, Manchester, M4 4AU
Apartments of Masson Place, 1 Hornbeam Way, Manchester, M4 4AJ
Apartments of Melia House, 2 Hornbeam Way, Manchester, M4 4AY
16 Red Bank, Manchester, M4 4HF
Apartments of Vallea Court, 1 Red Bank, Manchester, M4 4FE
Arch 1, Corporation Street, Manchester, M4 4DG
12-14, Red Bank, Manchester, M4 4HF
9 Red Bank, Manchester, M4 4HF
8 Red Bank, Manchester, M4 4HF
Creamline Dairies, 56-58, Red Bank, Manchester, M8 8TS
Residents of Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Contact Photographic Services Ltd, 43 Red Bank, Manchester, M4 4HF
Redbank House, 4 St. Chads Street, Manchester, M8 8QA
Boardman Bros Ltd, 50 Red Bank, Manchester, M4 4HF
54 Red Bank, Manchester, M8 8QF
15 Chase Street, Manchester, M4 4FJ
Snap Clothing, 11 Chase Street, Manchester, M4 4FJ
Academy Taxi, 3 Roger Street, Manchester, M4 4EN
World Of Cleaning, 5 Roger Street, Manchester, M4 4EN
M J T Motors Ltd, Irk Street, Manchester, M4 4JT
Church Lane Motors, 39 Bromley Street, Manchester, M4 4JS
4 Hargreaves Street, Manchester, M4 4EJ
M U D Uk Ltd, Arch 2, Corporation Street, Manchester, M4 4DG
Arch 3 Studio, Arch 3, Corporation Street, Manchester, M4 4DG
Cab Equipment, Arch 4, Corporation Street, Manchester, M4 4DG
Carriages Autobody Specialists, Arch 5, Corporation Street, Manchester, M4 4DG
J Fitzgerald & Co Ltd, Arch 6, Corporation Street, Manchester, M4 4DG
Arch 7, Corporation Street, Manchester, M4 4DG
The Taxi Centre, Arch 8, Corporation Street, Manchester, M4 4DG
Arch 9, Corporation Street, Manchester, M4 4DG
Arch 10, Corporation Street, Manchester, M4 4DG
King Of Kings School, 142 Dantzic Street, Manchester, M4 4DN
Arch 11, Corporation Street, Manchester, M4 4DG
Arch Flooring, Arch 12, Corporation Street, Manchester, M4 4DG
G L M Foods, 17 Red Bank, Manchester, M4 4HF
24 Red Bank, Manchester, M4 4HF
23 Red Bank, Manchester, M4 4HF
Prontaprint, 19 Red Bank, Manchester, M4 4HF
18 Red Bank, Manchester, M4 4HF
Ashton House, Corporation Street, Manchester, M4 4DU
Mathers Cafe, 4 Aspin Lane, Manchester, M4 4DP
10 Crown Lane, Manchester, M4 4DQ
Residents of Crown House, 83 Dantzic Street, Manchester, M4 4DW
City Car Wash, 121 Dantzic Street, Manchester, M4 4DW
Apartments of Barton Place, 3 Hornbeam Way, Manchester, M4 4AU
Costume North, 20 Lord Street, Manchester, M4 4FP
Handley & Woods, 20 Lord Street, Manchester, M4 4FP
K2 Pleating Co, Mehtab House, 4 Stocks Street, Manchester, M8 8QG
Impulse Design Ltd, Mehtab House, 4 Stocks Street, Manchester, M8 8QG
S Z Trading Ltd, Mehtab House, 4 Stocks Street, Manchester, M8 8QG
Mirage House 25-27, St. Chads Street, Manchester, M8 8QA

Representations were received from the following third parties:

North Manchester Regeneration Team
Highway Services
Environmental Health
Contaminated Land Section
Greater Manchester Police
Greater Manchester Archaeological Unit
Greater Manchester Ecology Unit
Manchester Airport Head Of Planning & Environment
Environment Agency
Flat 1403, Vallea Court, 1 Red Bank, Manchester, M4 4FH
Apartment 314, Barton Place, 3 Hornbeam Way, Manchester, M4 4AT
Apartment 316, Masson Place, 1 Hornbeam Way, Manchester, M4 4AJ
Flat 1403, Vallea Court, 1 Red Bank, Manchester, M4 4FH
Green Quarter Residents Association
Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk