

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
111616/FO/2016/N1	18th Mar 2016	2nd Jun 2016	Ancoats And Clayton Ward

**Proposal** Conversion of four storey warehouse building to form 5 no. apartments, the erection of 4 storey building on George Leigh Street and 6 storey building on Silk Street to form 20 apartments and 7 townhouses (Class C3) (32 units in total) with associated parking and landscaping following partial demolition buildings along George Leigh Street and Radium Street

**Location** 11 Radium Street, Ancoats, Manchester, M4 6AY

**Applicant** Mr Tony McCaul , GW Developments, Astley House, 61 Higher Green Lane, Astley, M29 7HQ,

**Agent** Mr Adam Gray, OMI Architects, 31 Blackfriars Road, Salford, M3 7AQ

## Description

The application site which measures 0.09 hectares in area relates to a cluster of 2-4 storey, vacant industrial/warehouse buildings of masonry construction situated on land bounded by George Leigh Street, Radium Street, Silk Street and Poland Street. There are a number of buildings on the site including 107-11 George Leigh Street, 9-11 Radium Street and 80 Silk Street. The north-western part of the site immediately adjoins a refurbished, office building, whereas to the north-east of the site, the buildings adjoin a cleared site, enclosed by Palisade fencing which is used for surface car parking.



The building on the left (107 George Leigh St to be retained) All other buildings proposed to be demolished

The buildings which are in a poor condition comprise of a two-storey building with a double dual pitched roof on the corner of Silk Street and Radium Street, a pair of 4

storey buildings with gabled frontages linked by a metal, external staircase fronting George Leigh Street, adjoining which is a partially destroyed three storey building.

The site is situated on the northern fringe of the Ancoats Conservation Area where the area becomes more industrial in nature. The area to the north and east of the site contains a number of low-rise, modern, industrial buildings, including buildings within the Poland St, City Court and Crown Industrial Estates. The area to the south includes a number of small-scale commercial uses and sub-stations but is more residential in nature, including the Grade II listed, 6-7 storey residential complex of Victoria Square. The area to the west contains a couple of surface car parks and residential buildings, beyond which is the main arterial route of Oldham Rd.

Planning permission is sought for the demolition of 80 Silk Street, 9-11 Radium Street and 109-11 George Leigh Street and the restoration and conversion of 107 George Leigh Street in order to facilitate the creation of 7 x two and three bedroom townhouses and 25 x one, two and three bedroom apartments.

The development entails the formation of a 4 storey frontage to match the retained building along George Leigh Street and a 6 storey frontage to Silk Street. The buildings will be linked by internal courtyard decks to provide amenity space, cycle storage, plant room and refuse storage, with the ground floors of each of the new buildings incorporating integral garages for the proposed townhouses. The principal access to the development is proposed off George Leigh Street.

## **Consultations**

In accordance with the introduction of the Localism Bill in 2000 and subsequent amendments to the Town and Country Planning Act 1990, the application has been subject to pre-application consultation with nearby occupiers. The applicant has submitted copies of the 6 response received. The comments received are generally positive, though some concerns have been expressed about gentrification and the cost of the proposed dwellings.

In response to the Council's neighbourhood notification which has involved a letter drop to affected neighbouring occupiers, the posting of a site notice and a press advert, the following responses have been received:

Local Residents/Occupiers – 1 letter of objection has been received from a local resident who believes that a proposal involving all apartments would be better than a scheme that includes townhouses, as it is believed that due to the busy nature of nearby roads and bin storage, the area is not suitable for families and children.

In addition, a further representation has been received from an interested party who is supportive of bringing the site back into use, but considers that there has not been an exhaustive effort to look at the reuse of 109 George Leigh St. It is considered that the information submitted is not entirely conclusive as to why the building should be demolished. It is not believed that the unstable nature of the building is a valid reason for demolition. All options should be explored in relation to the retention of the existing structures as some of the few surviving buildings relating to Ancoats' industrial heritage.

Highway Services - The addition of the 32 apartments and the associated trips to and from the proposed development do not raise any highway safety or capacity concerns and the proposals are therefore accepted in principle.

The trip rates and potential traffic impacts have been further assessed in the submitted transport statement and comparisons have been drawn from interrogations of the TRICS database and the 2011 Travel to Work Census data. The results show that only a low level of vehicle traffic would be generated by the proposals during the AM and PM peak periods, with less than 10 two-way trips produced in either the morning or evening peaks.

#### *Off Street Parking*

The limited provision of off-street parking is accepted by Highways due to the accessible location. In addition, Highways has previously stated that a 40% provision of parking for developments located in the Ancoats area is considered appropriate.

The development proposals meet this threshold with 7 off-street spaces provided within curtilage (associated with the townhouses), and an agreement with SiP car park operator to provide 6 further spaces in a car park located off Radium Street. This arrangement is therefore accepted in principle and would provide 40% of the dwellings with off-street parking (as requested).

The proposed garage doors to the townhouses will be required to be of the sectional door type so that they do not open out over the footway, as this would be considered to introduce a hazard to passing pedestrians. A planning condition setting out this requirement is therefore required.

#### *On street parking*

The location of the development falls outside the City Centre but is within the Ancoats Controlled Parking Zone. As such, all parking on street is managed. Generally the restrictions run every day from 08:00am through to 6:00pm. Vehicles requiring on-street parking during this time would be required to park in P&D parking bays.

A study of the on-street parking capacity has been included in the transport statement and this reveals that there are 4 bays in George Leigh Street, 6 bays in Silk Street and 2 bays in Radium Street, providing 12 spaces in total. This level of parking in the surrounding roads is considered suitable for any visitor demands generated by the development proposals.

#### *Cycle Parking*

An internal cycle store is shown within the ground floor plans and cycle storage also shown available to each of the townhouses. It is recommended that the cycle storage is increased so that each apartment has the capacity to store a bicycle within the storage area.

### *Highway Works*

The proposed vehicle crossovers to Silk Street and to George Leigh Street will require dropped kerbs installing. Due to the close positioning of the proposed crossovers it would not be appropriate to install the vehicle crossovers in the existing footway as this would impact on the integrity of the highway causing future maintenance issues. It will therefore be a requirement to renew the whole footway adjacent to and contiguous to the development boundary.

This work will also need to include the removal of the existing vehicle crossovers made redundant by the development proposals and the provision of dropped kerbs and tactile paving to the junctions of Silk Street with Radium Street and George Leigh Street with Radium Street. The proposed works to the highway will therefore be required to be undertaken through a S.278 highway agreement, pursuant to the Highway Act 1980 and carried out at the cost of the applicant. It is recommended that a planning condition covering these works is attached to any subsequent planning consent

### *Servicing*

The proposed bin storage to the townhouses and apartments is considered appropriate and building management are to transfer the bins from the storage area to the kerbside of Radium Street on collection days and returned them to the storage area after collection.

This arrangement is accepted in principle by Highways and will ensure that bins are not left out or stored on the adopted highway.

### *Construction Management*

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

Environmental Health – No objection. Conditions are commended with respect to waste management and acoustic insulation.

Greater Manchester Police (Design for Security) – It is recommended that the proposal be constructed in accordance with the measures detailed within the submitted Crime Impact Statement and that the development it is built to 'Secured by Design' standards.

Contaminated Land - – A condition requiring the submission and approval of a contaminated land study, together with details of any subsequent remediation measures is recommended.

Historic England (North West) – A response was received stating that it was not considered necessary to notify Historic England of the application.

Greater Manchester Archaeological Advisory Service - The present application has been submitted with a historic environment assessment prepared by Wardell Armstrong (March 2016). The assessment successfully draws together a range of index, documentary, cartographic and site visit information in providing an archaeological assessment for the upstanding buildings and below ground potential. It considers the archaeological interest in terms of its likely significance and the impact of the proposals upon that significance. GMAAS accepts the report as submitted as it meets the requirements set-out in NPPF paragraph 128.

If the application is to be approved, it is recommended that a condition be attached to the planning consent. The condition should require that a programme of archaeological works be undertaken prior to the commencement of any development related groundworks. The programme of works would commence with the survey and recording of the standing buildings. This might be followed by phases of targeted archaeological evaluation trenching and even open area excavation.

MCC Flood Risk Management – Conditions are suggested with respect to the implementation, maintenance and management of the submitted surface water drainage scheme.

United Utilities - No objection to the proposal provided that the site is drained on a separate system with only foul drainage connected into the foul sewer. No surface water from this development is discharged either directly or indirectly to the combined sewer network.

Greater Manchester Ecology Unit – It is noted that the submitted Bat Survey found no evidence of roosting bats in the buildings and considered them to have negligible potential to support roosting bats.

As a precautionary measure, it is recommended that the removal of hanging tiles is done by hand and a condition should be included to this effect. It is also recommended that the buildings are checked for any roosting birds prior to works commencing.

Manchester Conservation Areas and Historic Building Panel - The Panel commented on the previous successful conversion of the small scale buildings adjacent to the site and suggested that the ones proposed for demolition could be easily retained and converted in the same way.

The Panel highlighted the importance of the three original German warehouse buildings and the contribution that they made to the character of the conservation area and welcomed the retention of the corner warehouse but queried the need to demolish the matching warehouse. The Panel was not convinced that the building needs to be demolished and asked for a conservation accredited structural engineer to assess the structure and look at a solution to retain it if possible.

The Panel liked the gabling solution to the elevations of new build and the detailing that had taken its cues from the existing buildings on site.

The Panel reinforced the need for a very high quality solution that sets the standard in this less developed part of Ancoats which they observed has a different feel. The Panel stated that the choice of brick will be very important to the success of the scheme.

## **Policy**

### **Local Development Framework**

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy CC1 (Primary Economic and Economic Growth in Manchester) – refers to key areas of economic growth and states that within the city centre and fringe, a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The city centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.

Policy SP1 refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact upon the amenity of local residents as well as preserving or enhancing the historical context.

Policy DM1 states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent overlooking, crime, waste management and car and cycle parking. The proposal also complies with the City Councils internal space standards.

Policy EC3 states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

The planning application has been accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy H1 states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for

appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

In this case the policy is relevant as the development will form a dense residential scheme within an area that is expected to accommodate housing growth within high quality, high density development proposals. Consideration has also been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site.

Policy H2 'Strategic Housing Location' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H4 – states that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy EN1 – relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of



urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area

Policy EN3 – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

In this case the development respects the setting of adjoining heritage assets and will have a neutral effect upon the neighbouring listed buildings.

Policy EN4 (Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO<sub>2</sub> emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN14 – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure. Consideration has been given to the surface water run off from the site and a scheme has been agreed which minimises the impact from surface water run off. A S.106 agreement will ensure the long term maintenance of the submitted scheme.

Policy EN17 (Water Quality) states that developments should minimise surface water run off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

#### Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its

Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC20 (Archaeology) states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:

- a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.
- b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings. In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.
- c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place 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.

The proposal will enable a scheme of archaeological investigations to take place along with recording any finds.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP

Policy DC26 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition and building regulations.

The Guide to Development in Manchester (SPG/SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include,

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

#### Ancoats and New Islington Regeneration Framework (2014)

The framework was adopted by the City Council's Executive in October 2014 and now forms a material planning consideration in the determination of planning applications in the area.

The framework sets out a number of character areas. This site falls within the Poland Street Area. Key actions and priorities for the area encourage redevelopment of underutilized sites with new residential uses.

New development should consider the existing historic grid of streets and recognise and celebrate the character of the conservation area.

#### National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

*“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”*

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

*“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56)*

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

*“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision, this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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 and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

#### National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG are as follows:

*Noise* - Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

*Design* states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from

*Conserving the historic environment* states that consideration is given to the decision taking in determining applications of a historic nature, in particular the weight given to viable uses that may be harmful to a Listed Building. The NPPG states that Harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, notwithstanding the loss of significance caused provided the harm is minimised. The policy in addressing substantial and less than substantial harm is set out in paragraphs 132 – 134 of the National Planning Policy Framework.

The NPPG also provides guidance on how to assess if there is substantial harm as a result of a proposal, that is, if a proposal causes substantial harm on the significance of the heritage asset.

In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.

Policy on substantial harm to designated heritage assets is set out in paragraphs 132 and 133 to the National Planning Policy Framework.

The NPPG also considers how proposals can avoid or minimise harm to the significance of a heritage asset. This states that a clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals which avoid or minimise harm. Early appraisals, a conservation plan or targeted

specialist investigation can help to identify constraints and opportunities arising from the asset at an early stage. Such studies can reveal alternative development options, for example more sensitive designs or different orientations, that will deliver public benefits in a more sustainable and appropriate way.

Further guidance is also given on the definition of public benefits. Such benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long term conservation

*Pre-application Engagement* offers a significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success. This is achieved through providing:

- An understanding of relevant policies
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with the proposed development.
- Discussion of possible mitigation methods against impact of proposed development; and
- Identifying the information required to accompany a formal planning application.

#### Other legislative requirements

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides 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.

#### **Issues**

##### Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North,



East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth. This approach is supported by the Regional Centre policy within the Core Strategy, policy EC3, which states that high density housing will be appropriate in the Regional Centre, particularly where it complements employment generating uses. This high density approach for the Regional Centre is also reiterated within policy H4 which seeks to achieve 30% of new residential development (approximately 18,280 new homes) in East Manchester.

Policy H1 also seeks to ensure good quality family housing. Whilst this specific proposal will be for apartments, the proposal does offer the opportunity to provide a number three bedroom apartments, along with 7 townhouses. This type of accommodation could be attractive to families particularly given their sizes.

Policies SP1 and H1 seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing. The application site is a vacant piece of land within a key regeneration area – Ancoats and New Islington. A neighbourhood framework was approved by the City Council Executive in 2014. This document is now a material planning consideration in the determination of planning applications. It states that the area will play a critical role in meeting the City's housing needs given the area will be a focus for population growth.

The application site is a key site within the neighbourhood framework and it is recognised it has been vacant and dilapidated for a prolonged period of time.

The application site sits within the Poland Street Area where the Framework notes that key actions and priorities for the area encourage redevelopment of underutilised sites with new residential uses.

Whilst the loss of some of the buildings on the site are regrettable, particularly the linked building at No.109 George Leigh St, the applicant has produced a convincing argument surrounding both the structural integrity of the existing buildings and the economic viability of incorporating such building in to the proposal. Without the current proposal being realised, the likely outcome would be the further decay of the existing buildings and their eventual demise. The loss of the buildings is dealt with in more detail later in the report.

Given the above, the proposed development is considered acceptable and would lead to the regeneration of a vacant, redundant, brownfield site in order to provide a high quality residential development which is fulfils the residential growth manifesto,

whilst being sympathetic to the surrounding context of the conservation area in which it is sited.

### Site Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene (including main road routes) and other important features of sites.

In this case, the proposed layout maximises the potential of the site with the proposed development occupying the entire site up to the back of pavement to maintain the continuity of the street-scene and street edge and to reflect the layout and form of adjoining buildings and the highly urbanised context of the immediate area. The resultant development creates an urban block which envelopes the adjoining office building at the north-western corner of the site.

Internally, the development comprises of 32 units comprising of the following:

### Existing Mill

- 2 x 1 bedroom apartments (51 sqm)
- 2 x 3 bedroom duplex apartments (98 sqm)
- 1 x 2 bedroom apartments (82 sqm)

### George Leigh Street Terrace

- 4 x 2 bedroom townhouses (88 sqm)
- 8 x 2 bedroom apartments (62 sqm)

### Silk Street Terrace

- 3 x 3 bedroom townhouses (86 sqm)
- 3 x 1 bedroom apartments (55 sqm)
- 6 x 2 bedroom (70 sqm)
- 3 x 2 bedroom duplex apartments (110 sqm)

Access to the building is provided off George Leigh Street, with each of the town houses fronting George Leigh Street and Silk Street also having an integral garages directly accessed off the street frontage.

The historic break between the pair of warehouses at 107 and 109 George Leigh Street is maintained, with a second break in the street edge introduced on Radium Street at the rear of 107 George Leigh Street which respects both the original articulation and linkages between the buildings, whilst also allowing natural light to penetrate to the central courtyard space.

Once inside the development, access to each unit is achieved via an internal, central landscaped courtyard which is tiered upwards with the incorporation of a central

stairwell and lift core provided which rises through the blocks. The central core also allows for space for a refuse storage area, plant room and cycle racks.



**Proposed ground floor layout**

It is considered that the proposed arrangement maximises the main street frontages that the development addresses, reinforces the historic grid iron street pattern and fulfils the potential of the site without compromising the character and appearance of the area or the setting of adjoining buildings.

Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. The density of the development is therefore considered entirely appropriate given the character of the area and its location on the City Centre fringe.

Given the above, the development can also be said to be in line with policies DM1, EN1 and SP1 of the Manchester Core Strategy and the aspirations contained within Ancoats and New Islington Regeneration Framework (2014) which seeks to guide development in the area.

### Design, Scale and Appearance

The Guide to Development in Manchester SPD advocates that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of a different scale to their surroundings, they should be of the highest quality and be of landmark status.

Policy EN1 of the Core Strategy identifies that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EN3 of the Core Strategy is also relevant in this instance due to the position of the site within the Ancoats Conservation Area. It states that the Council will encourage development that complements and takes advantage of the distinct

historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

The proposed buildings have been arranged over 4 to 6 storeys respecting the surrounding built form.

At 4 storeys, the proposed terrace along George Leigh Street maintains the height of the adjoining building at No. 107 George Leigh Street and the building which is seeks to replace.



Proposed George Leigh St elevation incorporating the retained building on the left

The Silk Street terrace is 6 storeys with the additional height largely taking its lead form the nearby Victoria Square situated in the block opposite, a short distance to the south.



Proposed Silk Street Elevation incorporating the proposed 6 storey building on the right

The applicant has submitted a contextual scale and massing analysis which clearly demonstrates that a variety of building heights exist in the area ranging from single storey to 7 storeys in height.

A characteristic of the Ancoats Conservation Area has always been buildings of different scales situated adjacent to each other, resulting in larger buildings being adjacent to more modest, low-rise buildings. Such an approach has informed the applicants approach to the development at this site with the increase in height providing interest in both the street-scene and skyline.

It is considered that the urban block to which the site relates can, given the adjoining context, comfortably accommodate a 6 storey building and the juxtaposition between the existing 4 storey building and the 6 storey block to Silk Street would not result in

an awkward or uncomfortable relationship, nor would it would have any undue impact upon amenity.

In terms of appearance, the applicant has adopted a contemporary approach, strongly influenced by the local context and the existing building to remain on the site.

The gabled frontages of both buildings reference the character of the existing mill buildings and Victoria Square and serve to establish a relationship with the architectural vernacular in terms of proportion, verticality and the relationship of solid to void.

Brickwork to match the existing buildings is proposed for the main body of the elevations. Soldier course detailing is proposed over all windows and openings to echo the brick arches present on the existing mill buildings. The existing decorative blue and yellow brick banding identified previously is referenced in proposed recessed panels and in linings to recessed balconies.

Deep window reveals and stone cills are proposed with the window sizes are commensurate with the existing mill and the neighbouring 80 Silk Street respectively. It is considered that such element will further strengthen the visual connection to the heritage assets.

Similarly, within the courtyard, fine metal rail balustrades and mesh cladding are proposed, to reflect those found within the adjacent Victoria Square development and the historic metalworking use of the site and notably, the external staircase.

It is considered that the proposed development will make a substantial addition to the street-scene, will provide a high quality façade to the street frontages around the block and set a benchmark for new buildings on the periphery of the conservation area which is more industrial in nature.

The proposed development pays homage to its historical past and is sympathetic to nearby/adjoining buildings which will enhance the setting of the Conservation Area and contribute to the ongoing regeneration of the area.

#### Impact upon the Conservation Area

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by Policy EN3 of the Core Strategy, along with section 12 of the NPPF, which states that consideration must be given to the impact of new developments on heritage assets.

Saved Policy DC18.1 of the UDP states further that proposals within conservation areas should seek to preserve and enhance the character of conservation areas by considering the relationship of new structures to neighbouring buildings and spaces,

the effect of changes to existing buildings and the desirability of retaining existing features.

In this case, the site is situated within an area of historical context and heritage value and within the bounds of the Ancoats Conservation Area.

The application in this case involves the demolition of buildings of historic note and whilst they are not listed, they could be classed as non-designated historic assets.

In response to this, the applicant has produced a Historic Environment Assessment, Structural Appraisal and Cost Appraisal. The documents assess the significance of the buildings, an analysis of their structural defects both internally and externally and a financial overview as to why redevelopment of the site involving the retention of all of the buildings would not be economically viable. The reports also provide a comprehensive historic overview of how the area has evolved and provides commentary on their historic and architectural value and significance, together with an assessment of the resultant impact upon the conservation area.

The assessment provides a breakdown of the building elements affected as outlined below:

#### 107 George Leigh Street

This building dates from the late 19th century and displays some degree of architectural quality in its appearance, particularly the quality of the brickwork, given its industrial usage. It has historic interest given that it is part of the industrial development of the important industrial suburb of Ancoats. It also has archaeological interest in that it has information within its built fabric which would inform upon the development and use of the building.

The building has historic value as one of two 19th century warehouses as part of the development of Ancoats. The building, in association with 109 George Leigh Street, contributes group value to Ancoats due to its historic and architectural qualities. It stands on a corner plot at the junction of George Leigh Street and Radium Street and as such, it has a presence as one travels north along George Leigh Street and west along Radium Street.

The building is described as being of a level of interest at a local scale. However, given the importance of Ancoats as a whole, the significance of the building is seen as being low/medium in scale.

Nevertheless the proposal entails the retention and restoration of 107 George Leigh Street. This would be considered a highly beneficial and positive impact by preserving both the significance of the building and sustaining its contribution to Ancoats, whilst it is financially viable to do so.

### 109 George Leigh St

This building shares many of the same historic and architectural qualities to 107 George Leigh Street, though structurally it is in a much worse condition, with the north elevation of the building leaning significantly.

The building has two sides with the front of the building facing 109 George Leigh Street and the rear, 80 Silk Street. It has historic value as one of two 19th century warehouses as part of the development of Ancoats. The building, in association with 107 George Leigh Street, has a group value to Ancoats due to its historic and architectural qualities.

The proposal would result in the loss of 109 George Leigh Street/ 80 Silk Street which would be replaced by a new four storey block. The loss of 109 George Leigh Street/ 80 Silk Street would result in the partial loss of a compact and distinctive group of buildings which contributes to the character of Ancoats. Unmitigated, this loss would also mean a loss to the historic understanding of the use of the plot as warehouses. This non designated heritage asset is therefore considered to make a positive contribution to the Conservation Area and therefore the loss of the building will have a permanent and irreversible impact on the setting of the Conservation Area resulting in a degree of harm. It is considered however that with reference to paragraph 134 of the NPPF, the harm is 'less than substantial'.

It is recognised that the significance of the building will be diminished as a consequence of its current structural condition both internally and externally which makes converting the building or finding a viable use a difficult and problematic proposition.

### 111 George Leigh St

The building dates from the late 19th century. It has historic interest given that it is part of the industrial development of the important industrial suburb of Ancoats. It also has archaeological interest in that it has information within its built fabric which would inform upon the development and use of the building.

The level of interest is at a local scale and the significance of the building is of a low scale due to its poor preservation. Indeed it has no architectural merit as a consequence of the building being partially destroyed by a fire.

The proposal involves the demolition of 111 George Leigh Street and its replacement with a new four storey block. This would result in the total loss of the building.

The loss of this asset, would equate to a slight adverse significance of impact. It is considered however that with reference to paragraph 134 of the NPPF, the harm is 'less than substantial'.

It is recognised that the significance of the building will be diminished as a consequence of its current structural condition both internally and externally which makes converting the building or finding a viable use a difficult and problematic proposition.

### 9-11 Radium St

The building is a later addition and dates from the 20<sup>th</sup> century. It has historic interest given that it is part of the industrial development of Ancoats but has limited archaeological interest.

This level of interest is at a local scale and the significance of the building is considered negligible in scale due to it having limited architectural or historical note. The building has minimal historic value, other than a 20<sup>th</sup> century addition to the 19<sup>th</sup> century warehouse 107 George Leigh Street.

The proposal includes the demolition of this element, to be replaced by a new 6 storey block, resulting in the complete loss of the building.

Again it is considered however that with reference to paragraph 134 of the NPPF, the harm is 'less than substantial'. The significance of the building will be diminished as a consequence of its current structural condition both internally and externally which makes converting the building or finding a viable use a difficult and problematic proposition.

In summary, the potential impacts are viewed as being less than substantial. The accompany assessments also establish that no designated heritage assets of archaeological significance would be physically impacted upon by the proposals. Mitigation will however include including the building recording of the upstanding buildings on the site and programme of site based investigations during site clearance, which is also recommended by way of a condition as advised by GMAAS.

Whilst the loss of existing buildings has a slight adverse, but less than substantial impact, the proposed development will regenerate a derelict, unused site and significantly improve and improve the appearance of a site which would otherwise would be left to deteriorate.

There are fears that even if the buildings are subject to structural repairs, there would be significant financial implications with mortgage providers for instance unlikely to loan capital on site with structural challenges - particularly as the submitted documents note that even with repairs and renovation, the building would have a significant lean in two directions.

In response to comments raised by the Historic Buildings and Conservation Area Panel that a conservation accredited engineer should assess the structures to be demolished to look at possible solutions for retention, the applicant has submitted an addendum to the submitted Structural Appraisal.

The addendum details the credentials and vast experience of the appointed consulting structural engineer and their expertise on building conversions, new builds and the provider of advice on litigation cases relating to historic buildings. A list of major building projects worked on is provided, including Brownsfield Mill, a Grade II\* listed mill building in Manchester, as well as other notable listed buildings.



The conservation knowledge of the appointed structural engineer has therefore been quantified.

The accompanying Structural Appraisal provides a comprehensive internal and external assessment of the building elements to be affected. It reports severe settlement to the eastern corner of the building which sits on this part of the site (109 George Leigh St) resulting in substantial warping and large distortions across the remainder of the building.

The building has suffered severe settlement to the east corner resulting in substantial warping and large distortions across the remainder of the building of up to 440mm laterally, with floors being out of plane up to 339mm across the width of the building.

It is understood this settlement has resulted from a vertical extension to the east corner of the building to house a water tank that has overloaded the existing foundations resulting in the evident distortions. The magnitude of the settlement and resultant forces being put through the building structure has caused a pattsess plate and tie, installed to stabilise the movement, to fail. The resulting warping and movement has also likely led to further secondary effects such as reduction in bearings of the timber floor beams and roof trusses. A recent collapse of a timber roof purlin in the locality of the settlement suggests these movements are an on-going process and the deterioration of the building is worsening.

Design options for the redevelopment of the building have been considered, including the dismantling and rebuilding of the distorted elevations and floors, which have been discounted on grounds of technical appraisal and economic viability.

Ultimately, given the above, the proposed development is considered to have a positive and beneficial effect on the conservation area. The proposed development mitigates the harm caused and can be appropriately sustained due to its sympathetic design which will help the new development assimilate into the building fabric of the area, which in turn would enhance the character and appearance of the Ancoats Conservation Area.

#### Impact on Listed Buildings

There are a number of listed buildings within the vicinity of the application site including the Grade II listed Victoria Square to the south and the Grade II\* Beehive Mill to the west.

Due to the physical separation and relationship of the sites with each other, coupled with the design and scale of the development proposed, it is not considered that there would be any material, adverse impact upon any listed heritage assets.

#### Residential Amenity

Given the site's city centre fringe location, the former use of the site as industrial warehouses, the nearby industrial uses on industrial estates to the north of the site and on the opposite side of George Leigh Street, together with the adjoining offices on Silk Street, the introduction of a further residential use in the area is unlikely to

have any detrimental impact upon the nearest residential occupiers due to existing act background noise levels and levels of activity in the area.

The proposed site is situated within an emerging and expanding residential neighbourhood and developments such as that being proposed are typical of the city fringe. It is not uncommon for developments of a higher density and sited in such close proximity to each other, with reduced levels of light and sense of openness being substantially less than suburban areas. On that basis, the impact upon the residential amenity is considered satisfactory.

Due to the semi industrial nature of the surroundings in this area and the distance and position between the application site and the nearest residential occupiers, it is not considered that there any undue overshadowing or overlooking would result.

It is however important to protect future occupiers from any undue noise and disturbance and whilst the surrounding uses are typically low key, daytime operations, a condition is recommended that the building is appropriate acoustically insulated.

#### Highway Issues and Car Parking

Policy T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish what level of parking is appropriate.

Policy DM1 requires that adequate parking should be provided for all new development and consideration should be given to traffic generation and road safety, whereas policy SP1 goes on to state that new developments should improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

In the case of the proposed development, a Transport Assessment has been submitted which sets out the existing transport conditions of the application site, the impact upon the local highway network, on and off street parking provision and public transport.

Highway Services have assessed the submitted assessment and it is considered that for 32 apartments, the associated trips to and from the proposed development do not raise any highway safety or capacity concerns.

The trip rates and potential traffic impacts have also been assessed with the results showing that only a low level of vehicle traffic would be generated by the proposals during the AM and PM peak periods, with less than 10 two-way trips produced in either the morning or evening peaks.

At present, the existing buildings have no off-street parking. The current application proposes that each of the 7 town houses will have an individual parking space in the form of integral garages. The remaining 25 apartments units will have no off-road parking provision within the curtilage of the site, although the applicant has agreed with SIP parking company that 6 car parking spaces may be reserved at its Radium

Street car park immediately opposite the site for any owner or tenant that requires an off-road parking space.

The limited provision of off-street parking is accepted by Highways due to the highly accessible location of the site. Highways has previously stated that a 40% provision of parking for developments located in the Ancoats area is generally considered appropriate due to availability of excellent public transport links nearby.

The NPPF states that one of the core planning principles is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made in sustainable.

It should also be noted that the site is located within a reasonable walking distance of city centre where a wide range of public transport and services are available, as well use of the cycle network.

In this case it should also be noted that the site is located within a reasonable walking distance of city centre where a wide range of public transport and services are available, as well use of the cycle network. It is maintained that the on and off-site parking provision coupled with highly sustainable location of the site will prevent any negative effects upon on-street parking and competition for spaces as result of both the proposed development the cumulative impact of emerging and future developments. The scheme includes an element of on and off-street parking which is a positive aspect of a non-essential requirement in this location.

In light of the above, there are no material concerns relating to the impact upon the local highway network, highway safety or on-street parking. On this basis, the impact of the development from a highways perspective is considered satisfactory.

### Cycle Parking

The proposal involves 16 double cycle racks situated within the central courtyard which are capable of accommodating 32 bicycles in total. The integral garages to the 7 townhouses proposed would allow for additional storage.

The proposed cycle parking ratio to the number of units proposed could exceed 100% provision and considered entirely satisfactory.

### Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within new developments of this size.

The proposal will consist of properties that will be available through the private rental system. As such, the proposal will not include any affordable housing provision as it is considered that they will be meet an existing housing need in this part of the City whilst contributing to the residential growth strategy whilst helping diversify the housing market within this area of Manchester. It should also be noted that there is substantial affordable of housing in this area.

The proposal will bring substantial regeneration benefits to the area by developing an under used site containing a series of poor quality buildings which no longer contribute to the vitality and viability of the area.

On this basis, the proposal is in accordance with the Council's approved guidance in relation to affordable housing.

#### Landscaping

Typical of highly urbanised environments and high density development, the location and context of the site does not enable substantial areas of landscaping to be incorporated.

However, the arrangement of the proposed blocks and the incorporation of the existing building creates tiered, central courtyards which will contain hard landscaped decks with robust, ornamental planting to not only enliven the space, but to also create natural surveillance and usable amenity space for residents. It is considered that this provides an innovative landscaping solution which will benefit the well being of prospective occupiers.

As no details have been provided up front as to the materials and species to be used, a condition has been included which will require the submission and approval of full landscaping scheme.

#### Flood Risk/Surface Water Drainage

The application site is located in flood zone 1 '*low probability of flooding*'.

In line with the recent strengthening of Government guidance relating to the provision of sustainable drainage systems (SuDs) for major planning applications, the applicant has prepared a Surface Water Management Statement in support of their planning application.

This statement has been considered by the City Council's Flood Risk Management Team who advise that conditions should be included to ensure compliance with the submitted surface water drainage works, the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. If these measures are successfully implemented, the strategy is in principle considered acceptable.

#### Archaeology

Policies EN3 and DM1 of the Core Strategy requires that the new developments should take account of heritage assets and possible preservation. Saved policy DC20 of the UDP states that where remains cannot be kept in place proper recording shall be made.

Paragraph 128 of National Planning Policy Framework in particular that advises local planning authorities that they should require applicants for planning permission to include, as part of their planning submission, a description of the significance of any

heritage assets, both designated and undesignated, affected by the development. Heritage assets include buildings, monuments, sites, places, areas or landscapes with a heritage interest. Heritage interests can be archaeological, historical, architectural or artistic in nature.

Greater Manchester Archaeological Advisory Service (GMAAS) were consulted as part of the application process.

The present application has been submitted with a historic environment assessment to which GMMAS note that the assessment successfully draws together a range of index, documentary, cartographic and site visit information in providing an archaeological assessment for the upstanding buildings and below ground potential.

It considers the archaeological interest in terms of its likely significance and the impact of the proposals upon that significance. GMAAS accepts the report as submitted as it meets the requirements set-out in NPPF paragraph 128.

It is recommended however that a condition should be included which would require that a programme of archaeological works be undertaken prior to the commencement of any development related groundworks. The programme of works would commence with the survey and recording of the standing buildings. This might be followed by phases of targeted archaeological evaluation trenching and even open area excavation. A suitable condition is recommended.

#### Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. A condition has been included which will require the submission and approval of a site investigation report and any subsequent remediation strategy prior to the commencement of development.

#### Ecology

As part of the application submission, the applicant produced a Bat Survey.

The survey suggests that no evidence of roosting bats was found during the daytime bat assessment. It was particularly noted that due to the major water ingress throughout the building and the wet, saturated conditions between the roof slates and the wooden sarking that lines the inside of the building, the building would not form a suitable environment for roosting bats. The report concludes that the warehouse is classed as having a negligible potential to support roosting bats.

In response to this, Greater Manchester Ecology Unit (GMEU) have been consulted as part of the application process and do not raise any objection to the application on nature conservation grounds. It is however advised that hanging tiles are removed by hand in order to protect any potential roosting bats. A condition is recommended in this regard.

### Sustainability and Environmental Standards

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective.

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered.

The site is situated within a highly sustainable location, a short walking distance from the city and regional centre with excellent access to a range of shops, amenities, transport services and job opportunities.

The site is situated on the fringe of established residential area and within an emerging residential neighbourhood, where existing infrastructure and services can be utilised. It is believed that the proposal harnesses the objectives of sustainable development advocated by the National Planning Policy Framework (NPPF) which seeks to provide development in sustainable locations which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

In terms of the environmental credentials of the proposed development, it is anticipated that proposal will involve a strong emphasis on green technology, quality materials and environmental standards.

Following a Ministerial statement in April 2015 there is no longer a requirement for residential development to achieve a BREEAM rating as currently required by policy DM1 of the Core Strategy.

City Council policy however still requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The applicant has submitted an Environmental Standards Statement which highlights the environmental credentials of the proposed with consideration given to construction impacts, waste management, landscaping, energy demand, water demand carbon dioxide emissions. A condition has been included which will require confirmation that such measures have been implemented post construction as an equivalent of a BREEAM rating.

### Refuse Storage

A central refuse storage area to serve the development is proposed off the ground floor courtyard to accommodate the size and number of bins required by the City Council.

There is sufficient space within each apartment for the storage of general waste which will be transferred to an easily accessible central refuse store which will accommodate bins for segregated waste

A building management company will be responsible for taking the bins from the store via a gated access on Radium Street to an identified location on collection day.

This arrangement is considered acceptable with no objections raised by either Environmental Health or Highway Services. A condition has been included to ensure compliance with the submitted strategy.

### Crime and Disorder

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention.

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

The development is supported by Greater Manchester Police subject to the measures detailed being implemented and a condition is suggested which requires the schemes to achieve 'Secured by Design' accreditation. A condition to this effect has been inserted.

### Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of Ancoats, a condition is included which requires the submission and approval of a construction management plan which details hours of working, dust suppression, the parking of construction vehicles and the removal of waste.

### Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development that fulfils the criteria set down in policy which seeks to provide high quality, high density, residential accommodation which will contribute to a vibrant and sustainable neighbourhood with a high level of connectivity to adjoining neighbourhoods.

Whilst the demolition of the existing buildings is regrettable, the applicant has produced an assessment which demonstrates the structural difficulties with the building, which when balanced against a financial cost appraisal and the economic realities of the proposal, represents a realistic and satisfactory form of development.

At this stage, there is no practical possibility that the existing buildings will be salvaged or refurbished. The current proposal represents a pragmatic and sympathetic solution which will retain part of the historic fabric of the site and will lead to the regeneration of a key brownfield, former industrial premises which will further the Council's residential growth strategy.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to integrate adequately into its surroundings.

It is further believed that the proposed building has been designed to an acceptable level and reflects the nature of buildings within this highly urbanised environment.

The development contributes and responds positively with the character, scale, massing and varying height of adjoining buildings, strengthening the urban grid without a significant, adverse impact upon residential amenity or the highway. As a consequence, the physicality of the structure can be satisfactorily accommodated and therefore accords relevant local policy and national guidance.

**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 policies 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**

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

### **Reason for recommendation**

Approve on the basis that the proposal accords with policies CC1, EC2, SP1, DM1, T2, H1, H2, H4, EN1, EN3, EN14, EN17 and EN19 of the Manchester Core Strategy and saved policies DC18.1, DC20 and DC26 of the Unitary Development Plan for the City of Manchester and there are no material considerations of sufficient weight to indicate otherwise.



### **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) No above ground 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 only be implemented in accordance with the approved details.

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.

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

Drawings numbered L0001, L1601, L1500, L1602, L1600 stamped as received by the City Council as Local Planning Authority on 18th March 2016 and drawings numbered L1000 C, L1001 A, L1002 A, L1003 A, L1004 A, L1005 A and L1010 A received by the City Council as Local Planning Authority by e-mail dated 13th May 2016.

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.

4) 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 secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

5) The development hereby approved shall only be carried out in accordance with the refuse storage and collection scheme as detailed on the approved drawing numbered L1000 C received by e-mail dated 13th May 2016 and accompanying Design and Access Statement and Waste Management Strategy stamped as received by the City Council as Local Planning Authority on 18th March 2016. 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. No bins shall be kept on the public highway other than on the day of collection.

Reason - In the interests of visual amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) 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

7) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- archaeological building survey
- targeted evaluation trenching
- dependent on the above, more detailed targeted area excavation and recording.

2. A programme for post investigation assessment to include:

- production of a final report on the significance of the historic building interest

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final reports with the Greater Manchester Historic Environment Record.

4. Dissemination of the results to commemorate the history, architecture and archaeology of the site.

4. Provision for archive deposition of the report and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

8) Before first occupation of the residential accommodation hereby approved a scheme for acoustically insulating the residential accommodation against noise from nearby roads shall be submitted for approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the flats are occupied and shall thereafter retained.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

9) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking and routeing of construction vehicles; and
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan unless otherwise agreed in writing by the local planning authority.

Reason - To safeguard the amenities of nearby residents and operations of the school, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

10) No development shall take place until surface water drainage works have been implemented in accordance with details that have been submitted as part of the submitted Surface Water Management Statement stamped as received by the City Council as Local Planning Authority on 18th March 2016. Notwithstanding the details

submitted, the following information shall be submitted 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:

- Surface water attenuation;
- Evidence of management of exceedance events should be catered on site without increasing flood risks (both on site and outside the development) - overland flow routes should be detailed on a plan;
- Long and cross sections for the proposed drainage system and finished floor levels;
- Construction details of flow control and SuDS elements;
- Proposal of surface water management during construction period.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

11) The development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the apartments hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework

13) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement, prepared by Element Sustainability Ltd

stamped as received by the City Council as Local Planning Authority on 18th March 2016. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) All hanging tiles on the existing buildings at the site shall be removed by hand only. Should the presence of bats be found at any time during the demolition or development, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site and buildings and report any finding to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

Reason - To protect bats should they be found at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

16) The measures detailed in the submitted Bat Assessment produced by The Environment Partnership, stamped as received by the City Council as Local Planning Authority on 18th March 2016 shall be implemented in full during the course of development.

Should the presence of bats be found at any time during demolition or development, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site and buildings and report any findings to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

Reason - To protect bats should they be found at the application site, pursuant to policy EN15 of the Manchester Core Strategy.

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

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

18) No above ground development shall commence until a hard and soft landscaping treatment scheme for the courtyard areas has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or

shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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.

19) Notwithstanding details submitted, 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 SP1, T1 and DM1 of the Core Strategy.

20) 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. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority 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 pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

22) Prior to the commencement of above ground works, full details of the garage doors to be installed shall be submitted and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the approved details and retained thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority and in the interests of highway safety, pursuant to policies SP1 and DM1 of the Core Strategy.

23) Prior to first occupation of the development hereby approved, a Travel Plan shall be submitted to and approved 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 living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

### **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: 111616/FO/2016/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:**

Highway Services  
Environmental Health  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
East Manchester Regeneration  
Greater Manchester Police  
United Utilities Water PLC  
North Neighbourhood Team  
Historic England (North West)

Greater Manchester Archaeological Advisory Service  
MCC Flood Risk Management  
Greater Manchester Ecology Unit

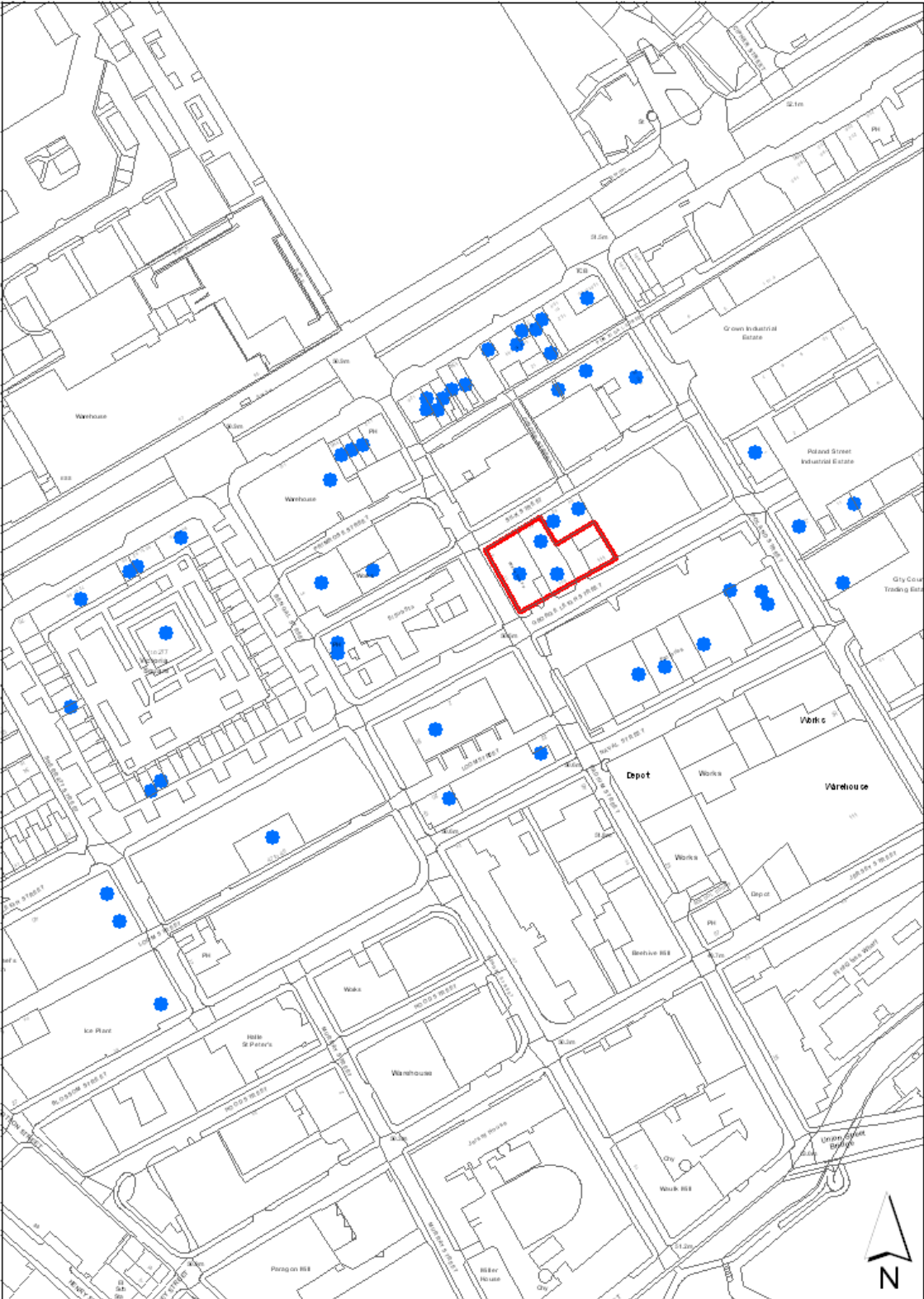
A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

Highway Services  
Environmental Health  
Historic England (North West)  
Greater Manchester Archaeological Advisory Service  
MCC Flood Risk Management  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Apartment 23, 2, Poland Street, Manchester, M4 6BR  
27 Cleveleys Avenue, Manchester, M21 8Ts

**Relevant Contact Officer :** Steven McCoombe  
**Telephone number :** 0161 234 4607  
**Email :** s.mccoombe@manchester.gov.uk





Application site boundary ● Neighbour notification  
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