

Application Number	Date of Appln	Committee Date	Ward
112015/FO/2016/N1	29th Apr 2016	28th Jul 2016	Ancoats And Clayton Ward

Proposal Erection of a part 10, part 8 storey block and a part 8, part 6 storey block to form 274 residential apartments in total together with ground floor commercial units facing Oldham Road (342 sqm) (Use Class A1, A2, A3 and B1) with associated car parking, hard and soft landscaping, new public realm following the closure of Goulden Street and other associated works following demolition of existing buildings

Location Land Bounded By Oldham Road, Marshall Street, Chadderton Street And Bendix Street, Ancoats, Manchester, M4 5FR

Applicant Balfour Beatty Investments Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF.

Description

The application site is approximately 0.5 hectares and is located within the New Cross area of Manchester. The site is bounded by Oldham Road to the east, Marshall Street to the south, Chatterton Street to the west and Bendix Street to the north.

The site consists of two plots of land spanning across Goulden Street, the road that runs between the two plots.

- Plot A (to the south) – Land bounded by Goulden Street, Oldham Road, Marshall Street and Chadderton Street. The plot current comprises a surface car park.
- Plot B (to the north) – Land bounded by Goulden Street, Oldham Road, Bendix Street and Chadderton Street. The plot currently comprises a single storey building which is operated by Europcar with a forecourt onto Oldham Road.

The topography of the application site is relatively flat and comprises predominately hard standing with the exception of plot B which contains the single storey commercial building. The public realm and footways around the application site are in a relatively poor condition. Access to plot A is via Chadderton Street whilst there are multiple entrances for plot B from Chadderton Street and Bendix Street.

The surrounding area is a mixture of residential and commercial developments. To the north east of the application, along Bendix Street, is the Central Locksmiths unit beyond this is the Wing Yip Chinese supermarket situated along Oldham Road. To the south east along Oldham Road is a three storey terrace building with ground floor commercial and residential apartments above. To the north of the application site is

the grade II Listed former police and ambulance station which briefly comprises a tall rectangular chimney and curtain walling. To the west along Marshall Street is a further surface car park.

The application site falls within the New Cross Development Framework which sets out the vision for the regeneration of the area. Currently the area suffers from limited activity, a poor quality built environment and public realm. As a result of the framework, the area is, however, in transition with the framework setting out the form and nature of development to come forward within the area. As a result, the New Cross area is expected to undergo significant regeneration over the coming years as a result of its close proximity to the City Centre through the implementation of the Framework which envisages large scale residential development to be developed as part of meeting the City's population growth.

The close proximity of the application site means that the heart of the City Centre is only a short distance away. The nearest neighbourhood is the Northern Quarter which provides a range of retail, amenities and services along with a vibrant evening economy.

This applicant is seeking planning permission for the erection of a part 10, part 8 storey block and a part 8, part 6 storey block to form 274 residential apartments in total together with ground floor commercial units facing Oldham Road (342 sqm) (Use Class A1, A2, A3 and B1) with associated car parking, hard and soft landscaping, new public realm following the closure of Goulden Street and other associated works following demolition of existing buildings

Consultations

Local residents/public opinion – Two letters of objection have been received from the same household. The comments can be summarised as follows:

- The proposed will interrupt the views of the Pennines from Connect House;
- The proposal will have an impact on the wider historic environment particularly the Ancoats Conservation Area and nearby listed buildings. The Council has a duty to consider the impacts of this development under the Listed Buildings and Conservation Area Act;
- The proposed development is completely out of proportion with the surrounding buildings and its appearance is out of character;
- The heritage statement submitted by the applicant acknowledges the impact on the historic environment particularly that the heritage assets will no longer be as prominent;
- The scale of the development exceeds the height of the terrace housing in the Conservation Area and also exceeds the recommended height set out within the New Cross development framework which considers this site to be more sensitive due to the proximity to the listed building and conservation area.

Manchester Conservation Areas and Historic Building Panel – The Panel accepted that Oldham Road needs something of substance and felt that a high quality development on this site was needed to set the quality standard for the regeneration of the New Cross area.

The Panel felt that the proposals should reinforce the street grid rather than create a gated private road in between the two blocks which they felt went against the grain of the area. They observed that the proposed landscaping ignores the precedent of the grid and street pattern which is a key characteristic that needs to be preserved.

The Panel struggled to see where the development has taken any references from the heritage of the area and felt that the proposals lacked distinctiveness and felt that it could be a design from anywhere. The Panel commented that the beige colour brick made it look rather bland and asked for consideration to the given to alternative materials / colour.

The Panel felt that all of the heritage assets in the area should play a fundamental role in the masterplan and should not be forgotten as the area develops.

Strategic Development Team – The proposed scheme is a residential led, mixed use development consisting 274 one, two and three bedroom apartments. This is consistent with the strategic objectives for New Cross. A high quality scheme in this location will provide an important catalyst for development in the wider area.

The new cross development framework identifies the maximum height for this site at 6-8 storeys dropping to 4-7 storeys at the western elevation facing onto the Listed Goulden Street police/fire station. The proposed development of 6-10 storeys will exceed the heights with the framework and therefore careful justification should be provided.

In terms of the street hierarchy, the development framework supports the principle of combining development plots to support the viability of developments and to enhance the delivery of good quality parking provision. The development framework is clear that any alterations need to retain a sense of the street pattern and Goulden Street has been highlighted as a key pedestrian link that interfaces with the proposed provision of public realm along Cross Keys Street. The proposed scheme is consistent with the requirements of the development framework in this regard. The pedestrian link will be gated but will be retained as a link during daylight hours which is acceptable. There should be flexibility in terms of the use of this space to ensure it is maintained for the future.

It is important that this development secures appropriate works to enhance the quality of the public realm/neighbourhood infrastructure in the vicinity of the development.

Highway Services – It is noted that the site is situated close to excellent public transport links via metrolink, rail and bus services. The following comments are made:

TRIP GENERATION AND JUNCTION CAPACITY

The proposed site is currently occupied by a 76 space public car park. The applicant's trip generation assessment states that the proposed development is likely to generate a net decrease of 27 two way trips during the AM peak and a net increase of 24 two way trips during the PM peak. Traffic impacts on the surrounding

highway are expected to be accommodated within the existing highway network, which is acceptable in principle.

ON SITE PARKING

It is proposed that 60 no. on-site parking spaces will be provided at the site, split over two basement car parks, with access provided for each residential block from Chadderton Street. The proposed parking provision equates to a 22% provision. During pre-planning discussions Manchester City Council (MCC) Highways

Whilst it was hoped that a higher parking provision be provided at the site, the applicant has committed to monitoring parking uptake at the development, which includes a planning condition to provide leased parking in neighbouring car parks should the demand require it. The applicant has also committed to providing an on site electric vehicle charging point and is to liaise with a relevant car club operator to provide a nearby on-street car club bay.

It is recommended that the applicant provides further information regarding parking associated with the commercial use at the site.

It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park.

A further two surface level car park spaces are also to be provided adjacent to the car park entrances together with a servicing bay for ad-hoc deliveries to the site. It is recommended that the applicant provides a swept path analysis for vehicles accessing / egressing the bays.

CAR PARK VEHICULAR ACCESS

Vehicular access into the site is to be taken from Chadderton Street, via a shared vehicular and pedestrian area. Two car park entrances are proposed situated directly opposite each other via separate access / egress ramps. The proposed entry point to the site could potentially create a vehicular and pedestrian conflict due to vehicle turning movements and visibility issues. It is recommended that the applicant provides further information including swept path analysis of vehicles accessing / egressing the car park entrances from both northbound and southbound directions on Chadderton Street.

It appears that vehicles will experience difficulty when undertaking certain manoeuvres when accessing / egressing the car park entrances given the tight kerb radii. It is also recommended that the applicant provides further detail in terms of dimensions and visibility splays at the car park entrance / exit.

In order to maintain access and visibility it is recommended that Traffic Regulation Orders (TROs) in the form of double yellow lines are provided at the new site entrance on Chadderton Street.

Within the car parks themselves, it is recommended that the applicant provides further clarity regarding the car park ramp gradients. The applicant should confirm that ramps conform to BS 8300 or Part M of the Building Regulations 2004 and should not be steeper than 1:20, with no ramp section longer than 10 metres or rising more than 500 mm. Given the number of car park spaces it is also recommended that both car park access / egress ramps operate via a signal controlled system.

The proposed new vehicular / pedestrian access into the site will require amendments to the adopted highway. It is recommended that all highway works, including design, materials, drainage etc, are agreed with Manchester City Council (MCC) via a new S278 agreement. The new access should also incorporate dropped kerbs and tactile paving.

As part of the S278 agreement it is also recommended that redundant vehicle accesses are reinstated as footway around the perimeter of the site.

OFF SITE PARKING

On street parking is provided on Marshall Street, Bendix Street and Goulden Street, in the form of Limited Waiting bays which permit parking for 2 Hours, No Return Within 1 Hour Mon-Fri 8am-6pm and Sat 8am-12.30pm. The parking bays on Goulden Street are to be removed as part of the stopping up order associated with this planning application.

The remaining on-street parking in the surrounding area is protected via limited waiting restrictions which prohibit parking between Mon-Fri 8am-6pm and Sat 8am-12.30pm. Outside of these hours vehicles can park on street unrestricted.

S278 HIGHWAY WORKS

It is recommended that all highway works are agreed with Manchester City Council (MCC) via a new S278 agreement.

CYCLE PARKING

A total of 225 secure cycle spaces are proposed at the site which equates to a cycle parking provision of 82% for residential use. This is considered acceptable in principle.

STOPPING-UP ORDER

As part of the proposals the applicant intends to stop up Goulden Street. Goulden Street was identified as a key pedestrian route within the New Cross NDF. It is the intention of the applicant to stop up Goulden Street, but permit pedestrian connectivity through the site during the day and close the route at night using gates.

Environmental Health – There is historical evidence of land contamination at the application site. The desk top study report is adequate; however, further site investigation information should be submitted for consideration in the form of the following:

- Results of the completed gas monitoring;
- Copied of the calibration certificates of the gas monitoring equipment used;
- Updated final risk assessment;
- Proposed remediation strategy;

On completion of any remediation proposals, a verification report should be submitted for approval.

In terms of the air quality report, it is noted that the worst case scenario may result in a potential impact, however, the justification is accepted on the provision that the good design measures in section 6.3 are undertaken. It is also recommended that addition measures such as electric vehicle charging points are installed as per the IAQM/EPUK guidance.

Deliveries should be restricted to Monday to Saturday 07:30 to 20:00 and Sundays (and Bank Holidays) no deliveries/waste collections.

The opening hours of the commercial elements shall be restricted to 08:00 to 23:00 Monday to Saturday and 09:00 to 23:00 on Sundays. A schedule of operating hours should be agreed for the external areas.

The residential and commercial accommodation shall also be acoustically insulated along with appropriate ventilation for the commercial units. Details any plant and for the commercial unit shall also be agreed.

The details submitted in respect of the residential and commercial waste are acceptable.

Flood Risk Management Team – The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which is being introduced from 6 April 2015. As per the guidance issued by the Department of Communities and Local Government (DCLG), all major planning applications being determined from 6 April 2015, must consider sustainable drainage systems. Conditions should be imposed on this planning application which provide details on the surface water drainage. In addition, details of a maintenance and management of the system shall be submitted for approval.

Neighbourhood Services (Trees) – There are no objections from an arboricultural perspective to the proposals for this site. There is, however, an opportunity to consider the provision of street trees into the landscaping scheme.

Design for Security at Greater Manchester Police – The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted Crime Impact Statement.

Greater Manchester Ecology Unit (GMEU) –No objections

Environment Agency – No objection in principle to the development subject to a condition relating to land contamination.

Greater Manchester Archaeological Advisory Service (GMAAS) –No comments received at the time of writing this report. Any comments will be reported to the committee for consideration

Interest - Members of the Committee are advised that the City Council has an interest in this application site as landowner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

Publicity - The proposal, by virtue of the size of the site and floor space created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest and affecting the setting of a Conservation Area and Listed Buildings. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and therefore an Environmental Statement is not required.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP

policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- 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.

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 on local residents along with protecting the historical context.

Policy EC3 '*The Regional Centre*' 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.

The proposal is considered to be in accordance with policy EC3 as it will provide a dense residential development thus contributing towards the City housing growth.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 '*Accessible areas of opportunity and needs*' 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 and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is 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 C1 '*Centre Hierarchy*' states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres

Policy C9 '*Out of centre development*' states that development of town centre uses in locations which are outside a centre identified in policy C1 (or a strategic location) will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

Paragraph 10.96 states that development of a scale which is of local significance only is unlikely to lead to unacceptable impacts on the City Centre, District or local centres. However, proposals of a scale which is likely to have a significant impact beyond the immediate locality could have implications for the vitality and viability of existing centres within the City and in neighbouring areas, and on the accessibility of communities to shopping facilities. These implications should be considered through the planning process. In Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only.

Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development, an assessment of trade diversions from designated centres and an appraisal of the effects of the proposal on the vitality and viability of affected centres.

Paragraph 10.57 goes on to state that Policy C9 also establishes a basis to support out-of-centre development provided it is intended to improve the experience of visitors or neighbours, rather than increase the role of the location. This could include enhanced pedestrian linkages within the scheme or the reorganisation of loading facilities to reduce the impact on adjacent residents.

The proposal provides a modest amount of retail and is consistent with the aspirations of the New Cross development framework. The activation of Oldham Road is an important aspect of the development and will complement the gateway into the City Centre.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this

is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state 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 site 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.

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation sizes. Given the proposal is for privately rented accommodation, it is expected that the proposal will be attractive to young professionals wishing to share.

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 is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H3 '*North Manchester*' states that over the lifetime of the Core Strategy, the area will accommodate around 20% 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 High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

The proposal is considered to comply with policy H3 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. 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. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

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.

EN2 '*Tall buildings*' Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of

a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context. By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.

This planning application is supported by a tall buildings statement. This demonstrates that the proposal creates a high quality feature to Oldham Road which will act as a catalysis to the regeneration of New Cross. The proposal responds positively to place making in that it follows the grid iron pattern of New Cross and is of an excellent design quality in terms of composition and materiality. The applicant has demonstrated that the scheme can be delivered and is viable.

Policy EN3 '*Heritage*' states that throughout the City, 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.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The proposal will eliminate a vacant site within a key regeneration area and has been designed to preserve the setting of the adjacent Listed Buildings and Conservation Area and removes a vacant site in a key regeneration area. The proposed building is considered to be a high quality addition to the area reflecting the key characteristics of the area in terms of siting, scale, massing and materiality.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the

economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The green infrastructure is of low ecological value and therefore its removal will not have a detrimental impact on wildlife habitats at the site. The proposal will enhance biodiversity at the application site through the introduction of new trees and soft landscaping.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore

or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

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. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

Policy DM1 '*Development Management*' all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;

- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

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

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Policy DC10 '*Food & Drink Uses*' determines that planning applications for development involving the sale of hot food to be consumed off the premises the Council will have regard to, particularly in this instance:

- The general location of the proposed development;
- The effect on the amenity of neighbouring residents;
- The storage and collection of refuse and litter.

The Council will normally accept the principle of development of this kind in the City Centre, industrial and commercial area and, at ground level, in local shopping parades of more than 8 shops or offices.

Where the Council considers food and drink premises to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. Such conditions include limitations in terms of the hours of opening and the need to deal adequately with the storage of refuse and collection of litter.

The proposed commercial units as part of this development will add to the viability of the development and its vibrancy.

Saved policy DC18 '*Conservation Areas*' states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve or enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The proposal has been designed to respect the setting of the Conservation Area and adjacent Listed Buildings along with maintaining established views around the application site and road network. The extent of the demolition work has been given due consideration and it is considered that although the buildings have some significance this has been reduced through extensive alterations over the years. In addition, the public benefits of redeveloping the site outweigh the retention of the building.

DC19 '*Listed Buildings*' - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of

adjacent land, and where appropriate, by the preservation of trees and landscape features;

e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;

f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Saved policy DC26, *Development and Noise*, 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. Conditions will be used to control the impacts of developments.

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

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

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Draft Manchester Residential Quality Guidance (July 2016)

The City Council's Executive has agreed the draft Manchester Residential Quality Guidance for consultation. As such, the document is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

New Cross Neighbourhood Development Framework (July 2015)

The New Cross Development Framework was adopted by the City Council's Executive in July 2015. This document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

The framework in particular seeks to build upon New Cross's location adjacent to the City Centre, Northern Quarter and other key regeneration areas along with close proximity to sustainable transport hubs.

The application site falls within 'Zone A' where an illustrative masterplan has been prepared which demonstrates how the development principles identified within the neighbourhood framework could be delivered. Zone A is particularly identified as having a distinctive historic grid pattern, along with some key Listed Buildings, which help reinforce a sense of place and character to the area.

The framework states that 'Zone A' "*will accommodate a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice*". Such residential developments should respond to the grid pattern for the area along with ensuring active frontages. There should also be amenity space provided as balconies and roof spaces. The document goes on to state that night time uses beyond 11pm will not be supported in order to reflect the residential neighbourhood feel to the area.

In terms of parameters, the application site is anticipated to accommodate a building predominately between 6 and 8 storeys in height and of medium density (400 to 600 units per hectare) (4 -5 storeys along Chadderton Street 200-400 units per hectare) along with the provision of on site car parking.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*".

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Cross area.

Indeed the strategic plan states that the growth of the City Centre "*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and*

proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy”

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as New Cross is vital in terms of delivering upon the City’s growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Cross can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

As a result, one of the key priorities for the Northern Quarter is to “*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas”*.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

East Manchester Strategic Regeneration Framework (2008-2018)

The Eastlands Strategic Regeneration Framework (SRF) was revised in November 2007. It identified the progress made in East Manchester since 2001 but also sets out the strategic direction for the next 10 years in order to continue the holistic regeneration of the area.

A key objective of the framework is to increase local employment opportunities by attracting investment. East Manchester is seen as a major investment location with a key role in the development of a complete City region, in order to become one of the premier destinations for new investment and leisure visitors in the North West. Investment in the public realm and creation of high quality buildings will also assist in improving the image of the 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 on 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.

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 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 (NPPG)

The relevant sections of the NPPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

Noise states that '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

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

Issues

Relevant Planning History

The site has been subject to a previous application.

076950/FO/2005/N1 – Erection of a part five, part seven storey building to form mixed use development comprising 72 residential apartments and 784 sqm of commercial floorspace at ground floor (Class A1, A2, A3, A4, A5, B1, B8, D1 and D2) with the provision of basement car parking at ground and basement level **Approved 3 April 2006** (relates to plot A only)

Principle of the redevelopment of the site and contribution to regeneration

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. There is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012). Policy SP1 states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity along side high quality city living. 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.

The application site is also identified within the New Cross Development Framework area which advises that the site should be developed for residential led development as part of supporting the ongoing redevelopment and renewal of the area and creating a sustainable community. In addition, the New Cross area is seen as strategically important in terms of the City Centre Strategic Plan which states that the New Cross area is important in terms of helping to support City Centre and linking the growth of the City Centre to the fringes.

In order to meet the objectives of these policies, this proposal seeks to create 274 residential units along with 342 sqm of the commercial floorspace. As a result, this development will contribute to delivering 20% of new residential development in North Manchester.

Policy H1 also seeks to ensure good quality family housing. Whilst this specific proposal will be a private rental scheme, the proposal does offer the opportunity to provide 62% two bedroom accommodation.

The application site is also on previously developed land and therefore provides an opportunity to redevelop this vacant site within the heart of the New Cross area as part of the ongoing regeneration of this area, as required by policies SP1 and H1 of the Core Strategy and the development framework.

A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1, H4 and EC3 of the Core Strategy along with the principles and aspirations outlined in the New Cross Development Framework.

Material planning considerations

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development:

- Affordable housing;
- Visual amenity;
- Impact on the historic environment ;

- Ecology;
- Effect of the development on the local environment and existing residents
- Effect of the development on the proposed residents
- Landscaping and amenity space /boundary treatment/public realm
- Impact on the highway network/car/cycle parking and servicing
- Flood Risk/surface drainage
- Waste management
- Sustainability;
- Designing out crime;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The criteria that might qualify development for exemptions that are of relevance in this instance include:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The proposal will consist of properties that will be available through the private rental system (PRS). As such, the proposal will not include any affordable housing provision as it is considered that they will be meeting an existing housing need in this part of the City. Socially rented accommodation would not be appropriate in this location as there is already an adequate supply in this regard. Therefore, in this instance, it is considered that there is already a high level of affordable housing in the immediate area. As such, in line with policy guidance, it is not necessary to provide affordable housing in this development rather the need is to meet the demand for high quality privately rented accommodation for young professionals and young families.

Furthermore, the site has been vacant for a considerable period of time and in order to achieve a high quality development, in terms of design, materials, space standards and amenity space (including a large element of public realm which is a key part of the development framework) this raises issues of viability of the overall scheme. In this regard, the applicant has provided a viability appraisal for the development. This has been assessed by the City Council and it demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered.

It is therefore considered that in this instance, the approach to not provide any affordable housing is acceptable. The development will deliver a high quality PRS scheme in a key regeneration area. This will assist in diversifying the housing market in this area which is predominately socially rented or privately owned.

Furthermore, this proposal will bring substantial regeneration benefits to the area by developing an under used site 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.

Residential development - density/type/accommodation standards

The proposal will provide 274 residential units within the development. This represents a development of 548 units per hectare. 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 New Cross development framework provide further detail on what density is appropriate for this site. The majority of the plot is expected to provide a medium density development of between 400 to 600 units per hectare. However, this density is reduced to low density on the corner of Bendix Street and Chadderton Street to a density of 200 to 400 units per hectare.

Whilst this proposal is considered to represent a dense form of development, it is representative of the densities considered appropriate for a City fringe location as detailed within the Core Strategy and the development framework.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. This is reiterated within the draft Residential Design Guide which has recently been published for consultation. This outlines space standards for new accommodation across the City.

The break down of accommodation and sizes within the development is as follows:

- one bed apartments – 94 (34%) 52 sqm;
- two bed apartments – 170 (62%) 70 sqm;
- three bed apartments – 10 (4%) 86 sqm;

The mixture of apartment sizes is considered to be acceptable, particularly as the predominant apartment type is two bedroom accommodation. The apartments also comply with the space standards which is welcomed.

The apartments will be privately rented (PRS scheme) and operated by a management company appointed by the applicant. It is considered that this will help meet the growing demand for high quality privately rented accommodation in this part of the City. This in turn will help diversify the tenure in the local area with the accommodation being particularly attractive to young professionals wishing to share. However, the availability of 2 and 3 bedroom accommodation within the development could also be attractive to families wishing to rent in close proximity to the City Centre and enjoy the local amenities.

It is recommended that a condition of any planning permission requires that a management strategy is agreed as part of the approval. This will seek to understand the management and lettings policy of the development in order to ensure that the development positively contributes to the area as part of providing neighbours of choice. In addition, this will also ensure that the development is well managed and maintained as well as providing residents with an opportunity to be long standing parts of the New Cross community.

It is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy along with meeting the aspirations of the New Cross Development Framework. Consideration will be given below to how this level of density fits within its context to ensure compliance with the Guide to Development in Manchester SPD and the neighbourhood framework.

Commercial development

The proposal will provide two commercial units along Oldham Road. The total floor space created by the commercial development is 342 sqm (unit 1 180 sqm & unit 2 162 sqm) and the applicant has applied for uses falling within A1, A2, A3 and B1.

Policy SP1 of the Core Strategy states that the regional centre, which the application site is located within, will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Policy EC3, which relates to the regional centre, goes on to state that proposals for other town centre uses, will be assessed in accordance with policies C1 and C9 of the Core Strategy.

The application site is not identified within the list of defined centres outlined within policy C1. The nearest centre is the City Centre which is a short walk from the application site. Policy C9 states that development of town centre uses in locations which are outside of a centre identified in policy C1 (or a strategic location identified for such uses) will be inappropriate unless it can meet the criteria in the policy. This includes demonstrating that there are no sequentially preferable sites or any unacceptable impacts on a defined centre. The supporting text to this policy states that developments of below 650 sqm will generally be of local significance only.

Given the modest level of proposed commercial floor space, it is considered that the impacts of the floor space will only impact on the local area and not any nearby defined centre. Furthermore, it should be noted that an aspiration of the New Cross development framework is to provide commercial uses which support the growing population. Indeed the framework makes specific comments about the role of Oldham Road in this regard:

“Along the Oldham Road and Rochdale Road frontages and around areas of public space, there is also an opportunity to incorporate commercial and retail uses at lower floors”

Whilst no sequential test has been carried out, it is considered that given the modest amount of commercial floor space, along with the clear aspiration of the development framework, the proposed provision is acceptable and will assist in creating a vibrant community at New Cross and an active interface with Oldham Road.

In terms of the provision of restaurant/café uses (use class A3), regard must be had for saved policy DC10 of the UDP. Saved policy DC10 of the UDP seeks to encourage food and drink uses in centres or in parades of 8 or more shops along with an assessment on the impact on residential amenity.

Whilst the development is not within an established parade or centre, it is considered that having an offer of this nature is very important to support this mixed use development and adds to the vitality and viability of the development. In addition, it will complement the other commercial uses along this section of Oldham Road.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the draft residential design guide, 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 and other important features of sites.

The New Cross development framework also highlights some key development principles which should be adhered to which include responding to the grid network with perimeter blocks (including retention and reinforcement of the existing urban grain) along with commercial frontages to Oldham Road, creating residential frontages to the inner facades of the development (particularly along pedestrian desire lines) and creation of dedicated areas of public realm.

In response to these design principles, the proposed development site has been split into two distinct plots separated by Goulden Street. Goulden Street will become closed to vehicles (the impact on the character of the area will be considered elsewhere within this report) and a pedestrian area of public realm created linking Oldham Road to Chadderton Street.

Oldham Road will be activated with two commercial units, being positioned back of the footpath. Bendix Street, Marshall Street and Chadderton Street will also be activated by the provision of the blocks adjacent to the footways thus responding to

the perimeter block arrangement. All levels of the building will be occupied by the residential accommodation.

With the public realm, a single storey gym/concierge building will be created together with hard and soft landscaping and cycle storage. Gates will be positioned at either end of the public realm to allow the space to be secured during the later evening.



Proposed layout of the development

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

In terms of informing the scale of the proposed development, the surrounding context provides little reference due to its current semi-derelict nature. The immediately adjacent buildings along Chadderton Street and Bendix Street are a combination of single and two-storey structures. Directly opposite the site along Oldham Road are three storey terrace properties.

However, as detailed above, the development framework envisage development of much larger scale and density to the existing context. The New Cross development framework states that a development of 6-8 storeys, with 4-7 storeys to the listed building, will be appropriate. It is anticipated that the development plots immediately surrounding the application site will also be of 6-8 storeys.

Block A to the south of the public realm will be part 10, part 8 storeys in height (34.5 metres to 27 metres) with block B to the north being part 8, part 6 storeys (28.5 metres to 21 metres). The tallest elements of the building will be to Oldham Road this allows for building with presence to be created along this key road frontage into the City Centre. There will be a reduction in height to Chadderton Street with 6 storeys for block B and 8 storeys for block A (as a direction response to the close proximity of the Listed Building).

It is recognised that a building of this scale will mark a change in the street scene from the existing low rise buildings on the site. However, it is considered that the proposal responds appropriately to its context and that of the development framework.

Although the proposed building will be several storeys higher than the framework anticipated, it is considered that this document should be used as a guide to inform matters of this nature. In this instance, an increase in height from the development framework is considered appropriate as it helps the development respond appropriately to the Oldham Road frontage whilst being visually more subservient to the inner edges of the New Cross area (and the future development that will surround the site) and the Listed Building. As a result, the building will not appear visually dominant with the massing reduced to the Chadderton Street.

Given the overall height of the development, the applicant has undertaken a tall building assessment in line in order to justify the proposal against EN2 of the Core Strategy. The key criteria within policy EN2 states that proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

As detailed above, the application site is located within one of the City's key regeneration areas and therefore the proposal provides the opportunity to be a catalyst for other development in the area. The tall building assessment has considered 8 viewpoints in and around the application site which gives particular attention to the surrounding heritage context (which will be considered in detailed below).

It is considered that the proposal is appropriately sited and contributes to place making as part of creating new public realm and other facilities. In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

A robust palette of materials has been chosen with the predominant material being brick. The external walls will be predominately be light coloured, acid etched precast concrete panels. A precast concrete banding at each floor levels runs around each building. Light brown brick panels with similar mortar have been incorporated between the concrete banding taking emphasis from the adjacent conservation area. This will create a precast concrete grid.

To Oldham Road, glazing to the commercial units with the precast concrete grid given depth by inset bays of either a Juliet balcony or bedroom window with adjacent brick panel.

Along the Bendix Street and Marshall Street elevations, the grid continues and this is given emphasis through vertical inset balconies to provide the impression of a cluster of vertical elements. These Balcones will be set back 250 mm from the external façade to create a flush internal wall which will given a depth to the elevation. The pre-cast banding at each slab elevation continues to provide continuity through the development. Along these roads street terraces will be created at for the ground level apartments. This will provide active frontages to these roads. These terraces will be raised 1500mm above street level. A precast concrete canopy defines the apartments entrance. In order to secure the terraces to each apartment, a flat balustrade bar will be incorporated (with perforations in the dwarf wall).



Proposed balcony details along Bendix Street and Marshall Street

In terms of the courtyard façade, Juliet balconies are used in the façade treatment. A similar treatment will be provided in terms of the precast concrete panels and perforations will be provided to the car park to provide ventilation. All windows, spandrel panels, ventilation louvers, flashing details and balustrades will be of a dark grey coloured polyester powder and balustrades

It is considered that the proposal complies with the spirit of polices EN1 and EN2 in that it the siting, layout, scale and appearance of the development is of a high quality, contributes positively to the regeneration of New Cross and enhances the local historic environment. The elevations of the blocks are strong in that there is a clear grid format expressed in high quality materials. Depth and shadows are provided to the elevation by repetitive bays that are inserted to the elevation to provide a clean and crisp finish to the facades. The massing is well considered and provides a high quality elevation to Oldham Road which is essential for this key route into the City Centre. The creation of public realm and high quality facades to the other elevation will enhance the place making in new cross and act as a catalyst for other development in the area. It is recommended that a condition of the planning approval should be that the materials are agreed to ensure that they are of sufficiently high quality.

Impact on the historic environment

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The desire to have special regard to the desirability of preserving the setting of listed buildings and conservation areas is also replicated with the Listed Buildings Act.

With regards to the historic environment of the application site, the Ancoats Conservation Area is located opposite the application in a south easterly direction along with the Smithfield Conservation Area in a westerly direction. Ancoats in particular requires consideration as it is directly opposite the application and will affect the setting of many of its key buildings along Oldham Road together with views into and out of the Conservation Area.

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s.

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character. The Victoria Square housing and St Peter's Church represent some of these other key buildings. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles along side the dominant mill buildings.

In terms of Listed Buildings that are in close proximity to the application site, these can be listed as follows:

- the former police and ambulance station (Grade II);
- No 8 Cable Street (Grade II);
- Former Midland Bank (Grade II);
- Crown and Kettle Public House (Grade II);
- Victoria Square (Grade II)'
- 29 Swan Street (Grade II).

The Listed Buildings considered to be most affected by this development are the former police and ambulance station and Victoria Square. The police and ambulance station is significant as a result of its distinctive chimney and boundary walls and provides a social reference to how facilities of this nature have evolved. Victoria Square is a fine example of municipal housing in the City arranged around an internal courtyard.

Although not a designated conservation area, the New Cross area itself is socially and historically significant. In particular, the area has seen dramatic cycles of development and decline. The area was first developed in the 18th Century into a dense industrial area before the decline of industry. Over 100 years later the area has become underused and largely derelict. Following mass clearance of whole sites, there has been some redeveloped, predominately commercial uses, from the mid 1950s. The distinctive historically elements of the area, which should be a key consideration in determining the impact of a new development on the area, are its historic street pattern and associated building lines, the remnants of the historic building grain, the dynamic and varied skyline incorporating tall historic towers and chimneys (particularly the Goulden Street police/fire station) and individual and distinct buildings with large footprints.

In order to determine the impacts of this development on the historic environment the applicant has provided a heritage statement and a detailed design and access statement as part of their application which specifically examines the impact and contribution the proposal will have on the historic environment.

In considering this the applicant has assessed the impact on the surrounding historic environment through an assessment of 8 view points.

View point 1 – east side of Oldham Road - the proposed development will present a substantial façade on the right hand side of Oldham Road when viewed from Bengal Street. This façade is considered to have a positive benefit to Oldham Road from this vantage point removing poor quality urban grain from view and address the balance between the substantial massing of the Grade II Victoria Square and the low rise setting of the application. The assessment concludes that the development will have a low beneficial impact on the overall view and that of Victoria Square.



View point 1 – east side of Oldham Road

View point 2 – junction of Oldham Road and Sherratt Street – the proposed development will be highly visible from this vantage point and will obscure the view of a number of listed buildings including No.8 Cable Street, police/ambulance station,

the CIS tower and New Century House. The report concludes, however, that these building do not form a coherent grouping and will remain easily understood. The report concludes that there will be a low beneficial impact on the grade II former Midland Bank as the proposed building will have frame its setting from this vantage point.

View point 3 – junction of Cornell Street and George Leigh Street – from this vantage point, the proposed development will be of significantly greater scale than the terrace housing arranged around Anita Street and George Leigh Street. The development will be viewed above the roof-light of these proposed when viewed from within the Conservation Area looking towards Oldham Road. From this view point, it will also remove the view of the chimney associated with the Listed former police and ambulance station. However, it should be noted that whilst the current view of the listed building is interesting it has only been visible from the 1950s when the wide scale demolition took place at New Cross. It is concluded that the impact from his view point will be low adverse.

View point 4 – junction with Oldham Road and Swan Street – the addition of the proposed development from this view point will provide a back drop to the listed former Midland Bank and the listed crown and kettle. The proposed development will restore order along Oldham Road which was once dominated by much taller buildings. Consequently, the proposed development is considered to be low beneficial.



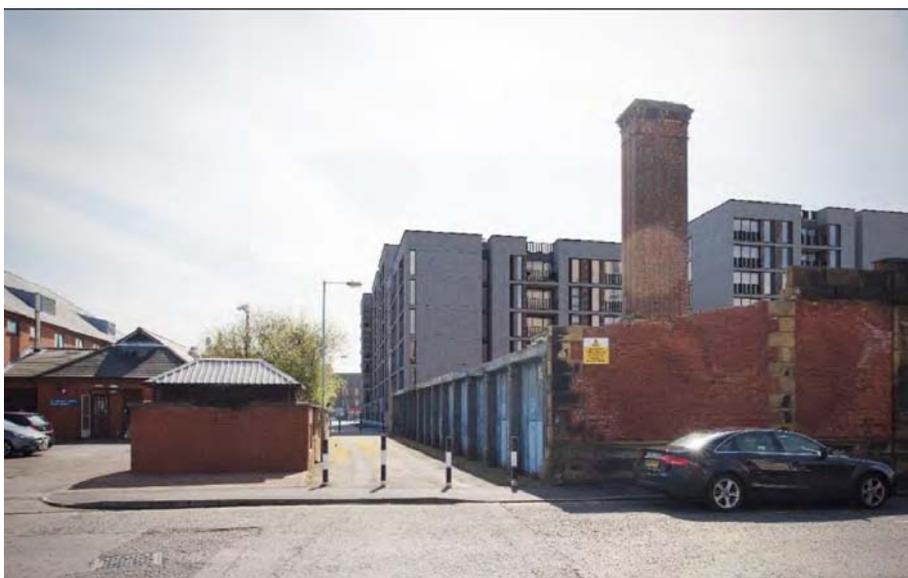
View point 4 – Junction with Oldham Road and Swan Street

View point 5 – corner of Cross Keys Street and Goulden Street – the proposed development will provide a substantial new building to this view which will result in the listed former police and ambulance station being seen in the same context. The retention of the public route through the application will retain the sense of the grid iron format within the area and will help to frame the view of the terrace housing beyond within the Ancoats Conservation Area. In light of the impact on the listed building, the impact is judged to be low adverse.



View point 5 – corner of Cross Keys Street and Goulden Street

View point 6 – junction with Cross Keys Street and Bendix Street – the proposed development will be very much seen in the context of the listed former police and ambulance station (within the background) and will therefore have a low adverse impact.



View point 6 – Junction with Cross Keys Street and Bendix Street

View point 7 – eastwards along Marshall Street junction with Cross Keys Street – the proposed building will strengthen the grid iron format and improve the streetscape. There will be the removal of the view towards the Ancoats Conservation Area and therefore the impact is judged to be low adverse.



View point 8 – looking up Chadderton Street towards Bendix Street – the proposed development will strengthen the grid iron format due to its position along Chadderton Street. However, there will be a view of the development in the same context as the listed former police and ambulance station and for that reason the impact is judged to be low adverse.



View point 8 – looking up Chadderton Street towards Bendix Street

It is considered that there are several instances (view points 3, 5, 6, 7 and 8) where the impact of the proposed development on the historic environment will be 'low adverse'. These principally relate to the impact of the development of the Ancoats Conservation Area, the setting of the listed former police and ambulance station along with some limited views of the listed Victoria Square.

Whilst the setting of the Conservation Area and Victoria Square are largely preserved due to the buffer provided by Oldham Road and the retention of the key view along Goulden Street, it is the impact on the police and ambulance station which could be considered to be more acute. The scale of the proposed development will be 6 storeys adjacent to this listed building will a gradual rising in the building height to the

taller elements along Oldham Road. It is considered that the staggering of the building heights minimises the impact on the listed building. Nevertheless there will be an encroachment upon the setting of listed building, particularly its chimney. However, the siting of the building and its change in massing, means that the taller elements do not appear overly dominant on the listed building and actually enhance the sense of the grid iron format, particularly along Chadderton Street, and what will become of Goulden Street when it becomes public realm.

The impact is therefore considered to be '*less than substantial*' as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the overall scale of the development, and its relationship to the historic environment, certain historical features will no longer have the prominence in the street scene or within certain views.

It is considered that the proposed development suitably mitigates against this low level harm that will arise through the public benefits that will be derived from the elimination of a poor quality site within a key regeneration area which currently has a negative impact on the surrounding area particularly the Oldham Road frontage and the interface with the listed buildings of the former police and ambulance station, Victoria Square and the Ancoats Conservation Area. Indeed, the proposed building provides the opportunity to create a new landmark building with the New Cross area and along this section of Oldham Road which acts as a gateway to the City Centre.

The siting of the building and the site layout responds positively to the grid iron format of New Cross thus contributing towards to the creation of a sense of place. Furthermore, a distinctive form of high quality architecture will be created at the application site with the use of high quality materials which will respond positively to the scale and form of the building. The street scene will be enlivened with active frontages and enhance public realm providing positive connections with the Ancoats Conservation Area and the City Centre.

As a result, it is considered that this development will contribute positively to the setting of the Oldham Road frontage at a key position along the gateway to the City Centre and act as a catalyst for the regeneration of New Cross.

As such, it is considered that the proposed building complies with paragraph 131 of the NPPF in that the proposal will make a positive contribution to area and the historic environment by enhancing and sustaining its significance along with making a positive contribution to the character of the area by promoting a development which is distinctive. Indeed, from some vantage points (1, 2 and 4) it is considered that the proposal actually makes a positive contribution to the setting of the Conservation Area and Listed Building thereby better revealing its significance (as directed by paragraph 137 of the NPPF).

It is therefore concluded that the proposal complies with policy EN3 and saved policies DC18 and DC19 of the UDP in that the development will broadly enhance the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will bring to the regeneration of New Cross.

Archaeology

An archaeology statement has been prepared in support of this planning application. This notes that the site area does not contain any remains of national or internal importance which would merit preservation in situ. The site is, however, likely to contain archaeological remains of low significance along with the potential for some well preserved early 19th Century back to back and court dwellings which would raise the significance to medium.

The assessment concludes that the site is subject to a programme of intrusive investigation in advance of the proposed development. This would firstly involve a scheme of trial trenching which should be targeted on the site of archaeological interest, particularly the back to back workers housing. The trial trenching would be intended to establish whether any physical remains of the early nineteenth century buildings survive on situ.

It is therefore recommended that a condition of the planning approval is that a written scheme of investigation is agreed and trial trenching begins together with more detailed archaeological investigation should more significance archaeology be encountered.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report concludes that there are no statutory designations located within 2 km of the application site and as such there will be no impact on statutory designated sites. There are two sites of biological importance identified with 2 km of the site such as the Rochdale and Ashton Canal which are 670 metres and 1.12km south east of the site respectively.

In terms of the impact on existing habitats, the plot consisting of the car park has no examples of vegetation. The site containing the commercial buildings shows a small amount of vegetation. It is considered that on this basis the site is of very low value for wildlife.

In terms of bats and nesting birds, it has been considered that the low quality surrounding habitats are considered to significantly reduce the likelihood of bats occurring on the site and roosting in the existing building. This is further reduced by the construction of the building which provides very limited opportunity to roost. There is also likely to be limited opportunity for foraging due to the lack of vegetation. This limited vegetation also means that there is opportunity for nesting birds.

On the basis of the above it is not considered that any additional survey work is required. Greater Manchester Ecology Unit concur with this. It is recommended that

a condition of the planning approval is that vegetation is not cleared during bird nesting season and that care is taken in the demolition of the structures on the site.

Effect of the development on the local environment and existing residents

a) Sunlight, daylight, overshadowing and overlooking

Policy DM1 of the Core Strategy requires consideration to be given to the impacts on new developments on surrounding residential amenity, in particular whether new developments will have any overbearing, overshadowing or overlooking implications.

It is acknowledged that the surrounding area is a combination of low rise commercial buildings and surface car parks. As such, the impacts that will arise from the development on surrounding residential amenity are more limited. Notwithstanding this, the applicant has given consideration to the matter of daylight and sunlight through an appropriate assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

The relevant guidance for assessing such matters acknowledges that a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

As a guide, daylight may be adversely affected in an existing building if the Vertical Sky Component (VSC) is less than 27% of its former value as a result of a new development. The effect is considered to be more significant in an existing building if the VSC is reduced to lower than 80% of its former value as a result of the new development.

Numbers 44-48 Oldham Road has been identified as a sensitive receptor in this regard. This is a three storey terrace row with a pitched roof buildings located to the east/south east of the application site on the opposite side of Oldham Road. The ground floors of the building are commercial, however, the upper floors are residential in nature. A total of 67 windows were considered on this building located on the first, second and roof of the building facing Oldham Road.

As a result of the proposed development, there is a likelihood that there will a reduction in the direct sky light that these windows will receive. The magnitude of change varies from very low to low moderate (the latter are the terraces at 46-54 Oldham Road).

A total of 66 windows (98.5%) will achieve 21.6% VSC target or experience a reduction in existing VSC of less than the 20% reduction accepted by the BRE, which means that it is unlikely to be noticed by the building occupants. The impact on these windows can therefore be categorised as non material.

There is, however, one window that does not achieve the 21.6% VSC target and will experience a noticeable reduction in light of more than the BRE 's accepted 20% reduction. This window is, however, sat beneath a projecting balcony which restricts the amount of natural light this window is capable of receiving.

On the basis of the above assessment, it is not considered that the proposed development will have an unduly harmful impact on the amount of sunlight accommodation that will be received by surrounding existing residential accommodation.

In terms of sunlight, the assessment has concluded that there will be no material impact on sunlight availability as a result of this development.

With regards to overlooking, the development subject to this planning application, marks one the first major developments within this area. As such, the nearest residential properties are those opposite the application on the opposite side of Oldham Road which is sufficiently far away to not cause any disamenity. As such, there are not considered to be any incidences of overlooking to residential accommodation.

The nearest commercial accommodation is situated at Ada House which is a two storey block in the north east of the application site. Whilst there will be a view of the proposed building it is not considered there will be any significant loss of amenity in this regard particularly as this is commercial accommodation.

Once future developments are progressed in the New Cross area there will be other residential blocks surrounding the application site. However, the plots are all divided by the existing road network and given the tightly packed urban grain of New Cross, and surrounding areas, it is not considered that the arrangements will be unusual or harmful in respect of overlooking distances.

b) TV reception

A TV reception survey has been carried by the applicant to determine the impact of the development on the local TV reception. As the site is currently partial vacant and partially contains low rise buildings, the study has sought to establish the impact on the surrounding terrestrial and satellite television.

In terms of terrestrial signal, it is considered that there may be some moderate impacts on existing buildings in the surrounding area. In terms of satellite signal, there is very limited presence in the area and the properties that do receive such signal are not sufficiently close enough to be affected by the development.

It is recommended that a condition of the planning approval is that a post construction survey is carried out to establish any impacts and implement any appropriate mitigation should this be necessary.

c) Air quality

The applicant has undertaken an air quality assessment in support of their planning application. Whilst the report acknowledges that there will be an increase in emissions in and around the application site as a consequence of increase traffic, the overall effects on existing and proposed residents of the development are considered to be negligible and therefore not of a significant nature to warrant and mitigation.

The proposal is therefore considered to comply with policy EN16 of the Core Strategy.

d) Wind

In light of the overall scale of the building, the applicant has undertaken an assessment of the likely changes to the wind environment in and around the application site as a consequence of the proposed building. The study concludes that as the building is of a relatively modest scale (in tall buildings standards). In addition, the lower levels of the building are partially sheltered from the prevailing winds. As a consequence, the development is not expected to have any significant impact on pedestrian level wind conditions with regards to pedestrian safety together with conditions in and around the site being safe for all users.

There is also expected to be no detrimental impact on the thoroughfares in and around the application nor the amenity areas that will be used for recreation.

Overall, it is considered that the proposal will not have any significant impact on pedestrian level wind conditions in and around the application site. The proposal therefore complies with policy EN2 of the Core Strategy.

Effect of the development on the proposed residents

a) Commercial operations

In line with the comments of Environmental Health, and in order to protect residential amenity, it is recommended that the operation hours of the commercial development are restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00.

b) acoustic insulation – residential and commercial accommodation

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the residential and commercial accommodation proposed along with any associated plant equipment. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along within saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise; and
- Acoustic specification for the commercial elements (including noise from the operations of the car park) of the scheme to limit noise affecting the residential elements.

In terms of noise and disturbance from the construction process, the applicant has indicated that the construction process will take place on weekdays with some operations at weekends. This will comply with standard operating hours in agreement with Environmental Health.

Provided that operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site (which will have acoustic properties), silencers from equipment along with regular communication with nearby residents, this will minimise any noise impacts on nearby properties which will also be temporary for the duration of the build. It is recommended that such details are secured by a planning condition.

The proposed development may require some additional plant. It is unclear at this stage what will be required and its specification. Such details are therefore required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise will be from road traffic, particularly along Oldham Road, noise transfer from building services, plant and the commercial units.

The report concludes that it is necessary that the residential apartments are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources.

The applicant's acoustic report, along with the recommendations of Environmental Health, states that the preferred solution is for the apartments to include mechanical ventilation. This will allow fresh air for occupants so that windows can be closed to meet the internal noise level criteria. It should be noted, however, that openable windows to facilitate cooling will mean that noise levels in the apartments will be higher. Further details are required to ensure that all relevant noise criteria can be met with this system, including any relevant glazing specification.

The specification of the commercial accommodation also requires consideration in order to prevent any outbreak from this accommodation to the residential above. This includes a separating floor that will ensure that the noise transmission via the floor slab to the residential apartments will minimise the noise impact on the residential accommodation. Environmental Health concur with this approach and have also stated that there should be no amplified music performance within the commercial units (this does not include low level background music). It is recommended that such details form part of the conditions of the planning approval.

The operating hours of the commercial unit should be restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00 in line the development framework for New Cross which seeks to restrict commercial units to 23:00 in order to ensure that a evening economy is not created until the early hours of the morning in order to protect the predominately residential character of the area. In addition, it is recommended that a dispersal policy is agreed to ensure that there are no unacceptable impacts when large amount of people are leaving at night on the nearby residential accommodation. It is also recommended that servicing is

restricted in line with the City Councils standard operating hours (Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays): No deliveries/waste collections).

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

c) Fume extraction

There are no details in respect of any fume extraction until the end users of the commercial accommodation are known. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

d) Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. The waste strategy for the building has been carefully considered. It has been calculated that the following refuse capacity is required for the residential element:

- General waste – 28 x 1100 litres;
- Pulpable recycling – 15 x 1100 litres;
- Mixed recycling – 15 x 1100 litres; and
- Food waste – 6 x 240 litres.

In terms of the commercial element, it is considered that following refuse capacity is required:

- General waste – 8 x 1100 litres (weekly collections);
- Pulpable recycling – 4 x 240 litres (fortnightly);
- Mixed recycling – 4 x 240 litres (fortnightly).

There will be a two centralised refuse stores (one for each building) for the residential element within the basement car parking area. There is lift access to the basement area from each floor and the lift is positioned directly adjacent to the refuse room for ease of movement. The facilities management team will move the waste bins into the public realm area on collection day. This will be 20 metres from Chadderton Street where the refuse wagon will pull up. The bins will then be transferred back to the refuse store by the facilities management team.

Each apartment will have their own internal refuse storage areas with the responsibility of the occupants to take the waste to the waste storage area.

The commercial unit will store their waste within the unit and have a separated commercial waste collection arrangement as detailed above. Chadderton Street will be used for waste collection on the specified days.

Environmental Health have stated that the refuse arrangement for both the commercial and residential elements are acceptable. It is recommended that a condition of the planning approval are that such details are implemented prior to the first occupation of the residential elements and first use of the commercial.

Overall it is considered that the waste management arrangements are a well considered part of the development. The arrangements ensure maximum ease and efficiently for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents and commercial operators recycle and the measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard

Landscaping and amenity space /boundary treatment/public realm

The New Cross Development framework identifies Goulden Street as a new area of public realm connecting enhanced wider pedestrian network. In order to realise this vision, this proposal seek to close Goulden Street in order to create a courtyard for the development and a new pedestrian environment linking Oldham Road with Chadderton Street and beyond. A combination of soft landscaping, raised planters and hard landscaping will create an inviting space for those living in the development together with providing a safe link for pedestrians to use the area.

Given the largely under-developed nature of the wider New Cross area, it is the applicant's intention to close the public realm (other than to residents) from dusk to dawn. This arrangement is also supported by Design for Security who believe this will provide the optimum security arrangements for the development until the surrounding development plots have also been developed thus increasing natural surveillance and activity in the wider area.

In order to ensure that the public realm is of a high quality in terms of materials and planting, it is recommended that a condition of the planning approval is that the detailed scheme is prepared for consideration. This should also be applicable to the footways around the application site in order to improve the quality of the pedestrian environment around the perimeter of the development plot. This should also explore the provision of soft landscaping with the footways. This will satisfy the requirements of the development framework.

In terms of private amenity space for the development, the development incorporates a number of opportunities to provide private external space for residents. This includes balcony areas, raised platforms for the ground floor apartments together with two roof gardens (block A 8th floor and block B 6th floor). Similar design principles will be used for the composition of the spaces to the public realm in order to provide continuity with the design. It is considered that the development proposal provides clear and identified opportunities for private amenity space for residents where they can enjoy outdoor recreation, socialising, the drying of clothes and small areas for planting. It is recommended that the final designs are agreed by the planning conditions.

Impact on the highway network/car parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services.

In terms of car parking, a total of 60 on site car parking spaces will be provided. This equates to 22% parking provision of the residential element of this development.

Highway Services believe that the car parking ratios for this development are on the low side for a development of this nature. However, the car parking provision for this development should be viewed in the context of the site close proximity to the City Centre, the bus corridor of Oldham Road and the easy walking distances to Manchester Victoria and Piccadilly train stations. Furthermore, the applicant intends to work with a car rental company to provide two on-street cars for rent which would benefit the residents of this development and others that will be brought forward in the New Cross area.

In light of the parking ratio for this development, the applicant has provided a commitment to review car parking demand at the development upon occupation. This would enable appropriate mitigation, in the possible form of leasing car parking at nearby city centre car parks, should this be necessary to meet the demands of the occupants of the development. It is recommended that this forms part of the conditions of the planning approval.

The dimensions of the car parking spaces meet the standards required by Highway Services and there is a 6 metre manoeuvring area between the spaces. A swept path analysis should be provided to show that vehicles can manoeuvre safely within the car park along with the main access point off Chadderton Street. It is recommended that the implementation of the car parking layout is a condition of the planning approval prior to the first occupation of the residential element of this development.

Given the current use of the application site as a car park and car rental business, the applicants transport assessment concludes that the trip generation from the proposed development is likely to generate a net decrease of 27 two ways trips during the AM peak and a net increase of 24 two way trips during the PM peak. As such, it is concluded that the impact on the local highway network will be minimal and will comfortably be accommodated within the existing highway network without any further intervention.

Highway Services concur with the findings of the transport statement in that the impact on the local highway network as a consequence of the development are likely to be minimal due to the sustainable location.

The vehicular access will be provided to two vehicular entrances to the two blocks off Chadderton Street. These entrances will lead to a ramped area which will take vehicles to the basement car parking areas within each block. Highway Services had requested additional information relating to this access arrangement and ramps in the form of swept paths, whether signalling was required and gradients. Further details have been submitted and is acceptable to the Highway Services.

In order to facilitate the means of access, alterations to the highway network will be required along with the introduction of traffic regulation orders along Chadderton Street in order to prevent the blocking of the vehicular entrance points. There will also be the need to re-instate parts of the adopted highway and improve the public realm around the perimeter of the application site.

It is essential that any alterations to the highway and footways are done to a high standard. This is a direct response to the requirements of the New Cross development framework which seems the opportunity to improve the poor quality public realm in this area. It is therefore recommended that a condition of the planning approval are that these highway improvement works are agreed including any relevant materials and that these works are implemented prior to the first occupation of the residential element of this development.

The principle pedestrian entrance to the development will be via the newly created public realm in the former location of Goulden Street. As this will be a pedestrian only area it is considered that this will create a safe pedestrian environment.

A total of 149 secured cycle spaces are to be provided at the application site (50% provision) within a secure area in the basement. It is noted that this does not fully meet the occupancy levels of the development in terms of apartment or overall number of bedrooms within the development. The applicant has been asked to consider increasing the overall number of cycle parking at the development.

The applicant has proposed a further 76 cycle spaces (16 within the public realm and 60 additional spaces in the basement). This will increase the overall number of cycle spaces to 225. this equates to 82% based on the number of apartments and 48% based on the total number of rooms. It is considered that this achieves an appropriate balance between cycle parking and ensuring an effective public realm and car parking provision.

A draft travel plan framework has been provided in support of this application. Highway Services have recommended that this document is approved as part of the application to allow detailed monitoring to take place in order to develop the initiatives further. It is recommended that this forms part of a condition of the planning approval.

The transport assessment has also considered the servicing of the development for both the residential and commercial elements. Refuse collection will take place from Chadderton Street for both the commercial and residential elements. These arrangements are considered to be satisfactory given the frequency of such events occurring.

In terms of construction, a management plan has been submitted as part of the application. Highway Services have requested that prior to the commencement of the construction process it will be necessary to demonstrate that the size and frequency of vehicles accessing the site is acceptable and there will be no highway and pedestrian safety implications. This should include details of swept path analysis.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

It is recommended that conditions of the planning approval are that such details are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes 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 EN5).

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. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The applicant has provided an energy and environmental standards statement in respect of their planning application. This states that the proposed development will optimise energy efficiency and minimise the contribution to climate change. In order to reduce energy demands, passive design and energy efficiency measures have been incorporated into the development in order to reduce the total energy demand.

As such, the overall performance of the building fabric has been designed to be highly efficient through effective insulation levels with enhanced U values together with low emissivity double glazing. In addition, an air tight construction will achieve air tightness by maintaining air barrier continuity and reducing thermal bridging.

In terms of the heating system of the building, the proposed development will operate a highly efficient heating system together with cooling requirements of the building. A new district heating network (DHN) is therefore proposed. This will provide heating and hot water via communal modular boiler plant and combined heat and power (CHP) system. This heating system will ensure optimum thermal zoning and an incorporated control system will ensure that plant and equipment is only operated when required.

Each apartment will be fitted with meters to ensure control over energy usage along with a mechanical ventilation system. In terms of lighting, electrical demands will be minimised through the use of energy efficiency lighting throughout all areas of the building together with energy efficient products.

It is noted that policy DM1 of the Core Strategy requires that Code Level of the Code for Sustainable Homes rating criteria is achieved. However, on the 26 March 2015 the Code assessment criteria was revoked by Royal Assent. Whilst the assessment criteria has been revoked, it is still important to understand how a development performs, particularly in respect of waster efficiency and energy standards.

The applicant has provided details of the energy efficiency, particularly how the development incorporates water management and water resilience measures, waste and construction management and biodiversity. In terms of energy efficiency, the proposed development will maximise energy efficiency and will incorporate low zero carbon generating technologies which will seek to minimise energy use and associated CO2 emissions

Policy EN6 of the Core Strategy requires developments of this nature to achieve at least a 19% improvement over the target emissions required by Part L of the Building Regulations. This equates to a 10% reduction over part L of the Building Regulations (2013). This development will achieve a reduction of regulated carbon emissions by up to 18.6%.

In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development is satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and on balance, broadly complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The CIS recognises that the development will bring vitality to a partially derelict site and will present a more active frontage to most of the public elevations around the site which in turn provides improved natural surveillance to the surrounding public realm.

The report goes on to state that the building footprint at ground floor level is free from any recesses or projections that could provide cover for criminal or anti-social activity. In addition, the residential and commercial functions appear to have been kept separate from each other and have prominent entrances. The car parking and cycle storage are also secure and controlled by shutters to prevent unauthorised access.

The report provides a number of observations which should be considered as part of the development proposals. Such points include having anti graffiti surfaces and locating any short stay cycle parking for visitors and shoppers located where they are overlooked. In addition, there are a number of physical security measures such as glazing, doors, lighting and CCTV which will improve the security at the development.

The report also states that whilst the proposal will bring benefits, the surrounding area is currently lacking in overlooking and surveillance. In particular, the public realm running through the centre of the site is particularly vulnerable. In response, the applicant has stated that this area will be secured at night to prevent unauthorised access and re-opened each day by the facilities management. Whilst the long term aspiration is for the area to be left open, it is considered that gate the area in the short term strikes the right balance between providing meaningful and accessible public realm (which is an aspiration of the New Cross Development Framework) and the security of the occupants of the development.

The proposal also includes elevated front gardens to Marshall Street and Bendix Street. The Crime Impact Statement acknowledges that these have been carefully designed to optimise natural surveillance. The report goes on to recommend additional security measures in the form of lighting and locking mechanisms on the doors so they are properly secure.

The Chadderton Street elevation also includes windows at the ground floor level which will be accessible at street level. The crime impact highlight these windows are being vulnerable and recommends that consideration is given to how to mitigate against any impacts. The applicant has confirmed that these windows will be protected appropriately.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

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 developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health and the Environment Agency. They have recommended that further investigation works are required, particularly in respect of the results of the completed gas monitoring, copied of the calibration certificates of the gas monitoring equipment used, updated final risk assessment and a proposed remediation strategy.

It is recommended that a condition of the planning approval is that these further details should be submitted. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Demolition and Construction management

A construction management plan has been submitted in support of this planning application. This details how the construction process will be managed at the site, particularly in respect of the operating hours, dust suppression, security and waste.

The applicant has indicated that, subject to planning permission being granted, works will commence at the site from October 2016 with completion expected by March 2019. The construction plan indicates that site operations and deliveries will take place between 07:30 and 18:00 Monday to Friday with some occasional weekend work.

Construction will be split into three phases – phase 1 principally focused on land bounded by Marshall Street, Oldham Road, Chadderton Street and Goulden Street with works including construction of block A. Phase 2 – principally focused on land bounded by Bendix Street, Goulden Street, Oldham Road and Chadderton Street works including the demolition of the previous commercial buildings and commencement of works on block B together with the fit out of block A. Phase 3 will include the fit out of block B and installation of the gym, concierge building and public realm.

The nearest residential properties are those to the south on the opposite side of Oldham Road. Whilst these properties will experience comings and goings from the site, given the width and nature of Oldham Road, this should act as a buffer from the activities of the development. It should also be noted that as the activities are temporary in nature it is not considered there is any longer term impact on these properties.

The report indicates that the site will be secured along all its boundaries with a partial footpath closure along Oldham Road. Due to the size and constraints of the site, it will not be possible to have site welfare facilities on site and these will be located preferable nearby. Servicing and loading will take place via Goulden Street which will provide a safe route for vehicles.

Limited information has been provided in terms of routing strategy, however, given the close proximity to Great Ancoats Street and Oldham Road, it is anticipated servicing vehicles will access the site from this road which should minimise any disruption along the local highway network.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads such as Great Ancoats Street will ensure such activities should not have a detrimental impact on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Public opinion

The comments received as part of the statutory consultation process are noted. Whilst it is recognised that the proposal will mark a change to the local environment, overall, it is considered that the proposal will bring positive benefits to the area as part of the regeneration of New Cross. Notwithstanding this, it is acknowledged that there are important Listed Buildings nearby along with the Ancoats Conservation Area.

The proposed development has been designed to be sensitive to the historic environment and has been designed to respond to this context. Whilst the proposed development will be seen in the same context, it is considered that such impacts will be less than substantial given the change in massing of the building together with the high quality design of the building provides a positive addition to the historic environment.

Conclusion

The proposal will act as a catalyst in the regeneration of the New Cross area with a high quality residential led mixed use development. High quality apartments will

provide a range of housing choice within the private rental market. The architecture of the building will include the use of a robust palette of materials which will provide a landmark addition, particularly to the Oldham Road frontage. Consideration has been given to the impact of the development on the historic environment, particularly the nearby Listed Buildings and Ancoats Conservation Area. The proposal will not give rise to any unacceptable impacts on the local highway network and matters of waste, car parking and sustainability are all well considered.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building and its height along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

M5400/200/P Rev 02, M5400/101/P Rev 01, M5400/100/P Rev 1, (21)008 Rev 1, (21)009 Rev 1, (21)101 Rev 1, (21)110 Rev 1, (21) 111 Rev 1, (--)001 Rev 1, (--)006 Rev 1, (--)007 Rev 1, (--)008 Rev 1, (--)009 Rev 1, (--)010 Rev 1, (21)001 Rev 1, (21)002 Rev 1, (21)003 Rev 1, (21)004 Rev 1, (21)005 Rev 1, (21)006 Rev 1, 21(007) Rev 1, (--)031 Rev 1, (--)050 Rev 1, (--)202 Rev 1, (--)203 Rev 1, (--)204 Rev 1, (--)301 Rev 1, (--)302 Rev 1, (--)201 Rev 1 and (--)030 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016.

TPMA1472-112 and TPMA472-111 stamped as received by the City Council, as Local Planning Authority, on the 4 July 2016.

(--)000 Rev 2 and (--)00B Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016

Supporting Information

Landscape design and access statement (ref. M5400 700 P03), Flood risk assessment and drainage strategy prepared by Curtins (ref. ICMA0151/FRA rev A), Interim Travel Plan prepared by Curtins (ref. TPMA1472/F/ITP), microclimate prepared by Urban microclimate, energy and environmental standards statement prepared by RPS (Ref. OXF9485), Air quality assessment prepared by Air quality consultants (ref. J2522), construction management statement, Archaeology desk based assessment prepared by the University of Salford (ref. 2016/17), daylight and sunlight amenity impact assessment prepared by grayscanlanhill (ref. [1552]MPS Final), waste management proforma, crime impact statement prepared by design for security at Greater Manchester Police (Version A 01/04/16), television interference baseline survey prepared by Pagerpower (ref. 8780A), Ecological desk study prepared by Adonis Ecology (ref. 9789), design and access statement prepared by Hodders + partners, Planning and Tall Building Statement prepared by Deloitte, heritage statement prepared by Stephen Levrant Heritage Architecture Ltd , transport statement prepared by Curtins, noise assessment prepared by SRL (ref. 42062/T01) and integrated management plan stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016

Email from Ed Britton dated 13 July 2016

Email from Aaron Tiley dated the 4 July 2016

Email from Ed Britton dated the 7 July 2016

Email from Ed Britton dated 10 June 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.

3) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

4) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

(a) A phased programme and methodology of site investigation and recording to include:

- an archaeological desk based assessment;
- Evaluation through trial trenching;
- informed by the above, more detailed targeted excavation and historic research (subject to a new WSI).

(b) A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

(c) A scheme to commemorate the site's heritage'

(d) Dissemination of the results commensurate with their significance;

(e) Provision for archive deposition of the report and records of the site investigation

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

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

5) Notwithstanding the Flood risk assessment and drainage strategy prepared by Curtins (ref. ICMA0151/FRA rev A) stamped as received by the City Council, as Local Planning Authority on the 28 April 2016, prior to the commencement of the development, a scheme for the drainage of surface water from the new development

shall be submitted for approval in writing by the City Council as the Local Planning Authority.

The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Notwithstanding the phase 1 site desk top report and phase 2 geo-environmental/geotechnical interpretive report prepared by CCS consulting (ref. B-2nd issue) and phase 2 site specific method statement prepared by complete demolition Rev 02 stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Results of the completed gas monitoring;
- Copied of the calibration certificates of the gas monitoring equipment used;
- Updated final risk assessment;
- Proposed remediation strategy;

The development shall then be carried out in accordance with the approved details.

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 prior to the first occupation of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

7) Notwithstanding the construction management plan prepared stamped as received by the City Council, as Local Planning Authority on the 28 April 2016, prior to the commencement of the development a detailed 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;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to any above ground works, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved materials shall then be implemented as part of the development.

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.

9) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason – To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) Notwithstanding drawings M5400/101/P Rev 01, M5400/200/P Rev 02 and M5400/100/P Rev 01 and landscape design and access statement prepared by Gillespies (ref. M5400 700 P03) stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016 prior to the first occupation of the residential element of this development details of a hard and soft landscaping treatment shall be 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.

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.

11) Notwithstanding drawings (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016 and drawings M5400/101/P Rev 01, M5400/200/P Rev 02 and M5400/100/P Rev 01 and landscape design and access statement prepared by Gillespies (ref. M5400 7) stamped as received by the City Council, as Local Planning Authority, on the 28 March 2016, prior to the first occupation of the residential element of this development hereby approved details of the siting, scale and design of the boundary treatment to the public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of the scheme hereby approved and shall thereafter be retained and maintained in accordance with these details.

Reason - To ensure that the pedestrian entrance is appropriate in terms of visual amenity, and the impact on the Conservation Area, and is secure pursuant to comply policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy.

12) Prior to the first use of the residential element hereby approved, a landscaped management plan for the landscaping and public realm, as indicated on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016 and drawings M5400/101/P Rev 01, M5400/200/P Rev 02 and M5400/100/P Rev 01 and landscape design and access statement prepared by Gillespies (ref. M5400 7) stamped as received by the City Council, as Local Planning Authority, on the 28 March 2016, shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, this shall include how the areas will be maintained and maintained including the long term aspiration for the public realm to be fully open to the public.

Until such a time to be agreed with the City Council, as Local Planning Authority the public realm and access gates shall be not open, and the area secured, outside of the following times:

Monday to Sunday 08:00 to 20:00

Reason – In the interests of site security for the occupants of the development the public realm should be secured at night by access gates until such a time that the application site can be linked with, and benefit from, the wider regeneration of the area, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by RPS stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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.

14) Notwithstanding the noise assessment prepared by SRL (ref. 42062/T01) stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) Notwithstanding the noise assessment prepared by SRL (ref. 42062/T01), prior to the first use of the commercial units as indicated on (--)000 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be retained and maintained for as long as the development remains in use.

Reason – In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) Notwithstanding the noise assessment prepared by SRL (ref. 42062/T01), stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall thereafter be retained and maintained in situ for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and

DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) Prior to the first occupation of the residential accommodation and first use of the commercial accommodation hereby approved, the refuse arrangements and waste management strategy, as indicated on drawing (--)050 Rev and within the operational recycling and waste strategy stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016 shall be implemented.

The approved scheme shall thereafter be retained and maintained in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the commercial unit pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) Prior to the first use of each of commercial units, as indicated on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

19) Prior to the first use the commercial units as indicated on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

20) The development hereby approved shall include a building and site 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 for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the 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 SP1 and DM1 of the Core Strategy.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

23) The commercial units hereby approved, as indicated on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs – 23.00hrs

Sundays 09.00hrs – 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

24) The 2 commercial units as shown on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

25) The commercial units, as indicated on (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016 can be occupied as A1, A2, A3 or B1. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to

the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

26) In the event that any of the commercial units, as indicated on drawing (--)000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016, are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

27) Notwithstanding the Residential Management Strategy, prepared by Five Nine Living, stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, prior to the first use of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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.

28) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a 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.

29) The development hereby approved shall be carried out in accordance with the Travel plan framework prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016.

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).

30) Prior to the first use of the building, the provision of 225 cycle spaces/provision, as indicated on drawings (--)-00B Rev 2 and (--)-000 Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016 shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing (--)-00B Rev 2 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2016 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason – To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

32) Prior to the first use of the residential element of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Marshall Street, Chadderton Street, Bendix Street and Oldham Road shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Alternation/re-instatement works to the adopted highway including the installation of Traffic Regulation Orders (TROs) for the proposed Chadderton Street entrance.
- Details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

33) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

34) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 28 April 2016, within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

35) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element of the development hereby approved, details of the provision to promote car hire scheme and details of electric charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00)	30 dB L_{Aeq} (individual noise events should not normally exceed 45 dB $L_{Amax,F}$ by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB L_{Aeq}
Gardens and terraces (daytime)	55 dB L_{Aeq}

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Where entertainment noise is proposed the L_{Aeq} (entertainment noise) should be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the existing background (L_{A90}) at the nearest noise sensitive location.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

- - Surface water drainage
 - Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
 - 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.
- 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.

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: 112015/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:

Greater Manchester Police
Environment Agency

Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC

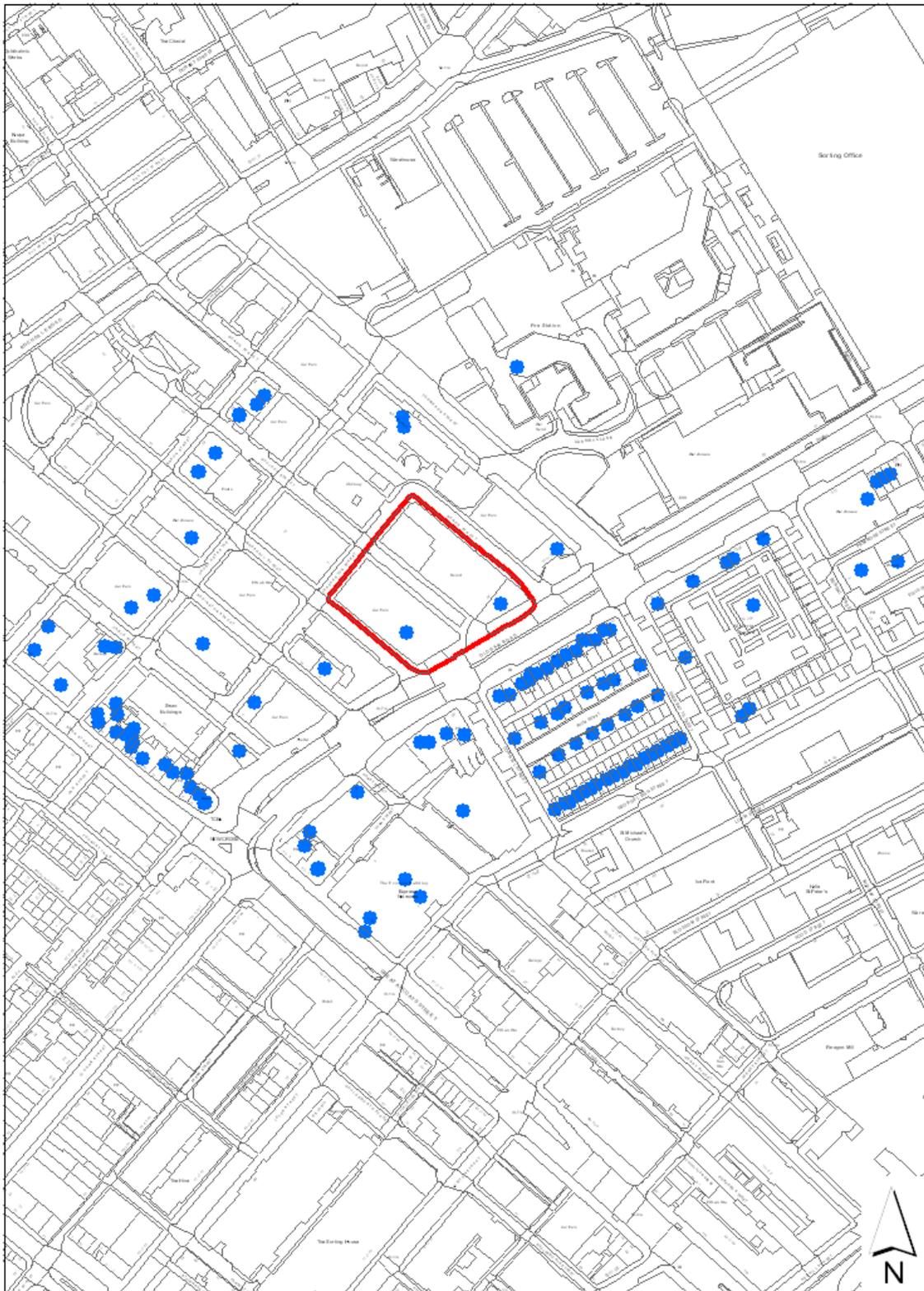
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Apartment 15 Connect House, 1 Henry Street, Manchester, M4 5DA
Apartment 15 Connect House, 1 Henry Street, Manchester, M4 5DA

Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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