

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
111605/FO/2016/N2	26th May 2016	22 <sup>nd</sup> Sept 2016	Bradford Ward

**Proposal** Erection of a 6 storey building to form 24 no. residential apartments (Use Class C3), together with access, landscaping, car parking, boundary treatment and associated works

**Location** Corner Of Old Mill Street, Upper Kirby Street & Lampwick Lane, Bradford, Manchester, M4 6BX

**Applicant** Mr Jack Spurrier , YO! Home (Manchester), Houseboat Victory, 106 Cheyne Walk, London, SW10 0DG

**Agent** Mr Ryan Bulled, Glenn Howells Architects, 321 Bradford Street, Birmingham, B5 6ET

### **Introduction and Background**

Members will recall that this application was considered by the Planning & Highways Committee on the 25 August 2016 and was deferred following concerns being raised in connection with the following:

- Affordable Housing
- Residential Space Standards
- Car Parking Provision

This is a supplementary report to accompany that previously before Committee on the 25 August 2016, which is also attached. Each issue is addressed in turn.

### **Affordable Housing**

Concerns were raised by Members due to a lack of affordable housing provision and as it appeared the development would only be for the wealthy rather than the general population. The issue is addressed in full below but for clarity there was no intent to suggest that the property would only be available to wealthy individuals and an apology is given for any confusion in this regard.

Policy H8 of the Core Strategy does require consideration to be given to the provision of affordable housing within all new residential developments as a starting point. However, the policy does explain clearly that this will not always be necessary or possible.

In addition the supporting Providing for Housing Choice SPD and Planning Guidance (2008) reiterates there could be 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.

Of relevance to this application are the following exemptions:

- the 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 the economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The application relates to a key development site within the Ancoats and New Islington regeneration area with a main road frontage onto Old Mill Street. The site has been vacant for some time and it is very important for the continuing regeneration of this neighbourhood for the site to be redeveloped with a high quality development, in terms of design, materials, space standards and amenity space. However, the delivery of such a development in this location must be financially viable. The applicant has provided a viability appraisal for the development, which has been fully assessed by the City Council. This demonstrates that the development is viable in its current form and is capable of being delivered. The report also confirms that the inclusion of affordable housing in this development would affect the viability of the scheme and the high quality proposals currently proposed could not be delivered. The scheme would therefore be unviable.

As outlined within the original report, the proposal for the YO! Home development is for all of the units to be made available on the open market for owner occupier purchase or private rental. This product is aimed at those wanting and choosing a particular type of living and further would meet an existing housing need in this part of the City, particularly as there is already an adequate supply of socially rented accommodation in this location.

The housing need in this area is for high quality privately owned or rented accommodation for amongst others, young professionals and young families. This unique and innovative type of accommodation would diversify the housing offer within this area of the City and is fully supported by the principles embedded in the Ancoats and New Islington Regeneration Framework. This states that creating neighbourhoods of choice is essential if the City is to meet its pressing housing need and have the ability to retain as well as attract the range of talent that will fuel its next wave of economic growth and enhance productivity. In doing so the Framework recognises that the area has a major role to play in responding to the specific needs of a growing population and changing demographics, which means there is an increasing demand for a mixed portfolio of both owner occupation and rented housing that allows for new lifetime choices. Priority will therefore be given within Ancoats and New Islington to new development that changes and shapes its character by diversifying the tenure of housing type and promoting higher value development.

This together with developing an under used site which no longer contributes to the vitality and viability of the area would deliver significant regeneration benefits.

The proposal is therefore considered to be in full accordance with the policy framework and officers do not believe that a refusal on the basis of affordable housing could be sustained.

### **Residential Space Requirements**

Members requested further clarification over the scheme's accordance with the City Council's new Residential Quality Guidance and the internal space requirements.

As outlined within the original report, the draft "Manchester Residential Quality Guidance" document seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city. The guidance is intended to encourage provision of enough space in dwellings to ensure homes can be flexibly used by a range of residents. It also aims to ensure that space can be sensibly allocated to different functions, with adequate room sizes and storage integrated into the planning. In assessing the space for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

This is a bespoke development which introduces an innovative design to the use of the proposed apartments. Each unit has a gross internal area of 40.8 sqm, which is larger than the 37 sqm figure suggested for a more traditional studio type apartment. The proposed apartments adopt an open plan layout with imaginative planning that reduces the need for circulation space such as hallways or corridors. This innovative and flexible layout provides a substantial living area when in day mode, providing under floor voids for storage and imaginative space saving furniture. Each unit would have storage beyond the minimum recommended within the National Space Standards without compromising the floor space. When in night mode, the apartment then includes a substantial sleeping area which far exceeds the 11.5 sqm required under the National Space Standards. This use of multi-purpose furniture, cleverly crafted moving elements and a carefully considered design, results in the proposed development complying with the guidelines and principles outlined within the Manchester Residential Quality Guidance.

Additionally, the Ancoats and New Islington Regeneration Framework sets out the vision for a signatory new urban neighbourhood with architectural diversity. The new Residential Quality guidance complements both the Framework and the policy context within the Core Strategy focusing on the key principles to deliver quality development, which includes innovative and creative design. It advocates the use of new technology and new approaches which challenge norms and allows for new ways of living.

The proposal offers just such an approach which is compliant with the principles outlined within the Residential Quality guidance, the Core Strategy and the Ancoats and New Islington Regeneration Framework.

It is not considered therefore that a reason for refusal could be sustained in relation to residential space requirements.

### **Car Parking Provision**

The third area of concern raised by Members relates to the level of car parking proposed for this scheme due to problems being experienced within the wider area from commuter parking and parking related to the New Islington Free School.

This proposal seeks to provide 7 car parking spaces to the rear of the site with direct access off Upper Kirby Street. The applicant has confirmed that the spaces would be properly managed and would be monitored with regular patrols to ensure that only those who have the correct permission park here. This would ensure that the spaces are retained for use by the future residents of this development and not abused by commuter parkers.

The development as noted in the original report includes 100% cycle parking provision with the site also benefitting from strong public transport links. There are direct walking and cycling routes from the site and there is a bus stop almost directly outside the proposed building. Its high sustainable credentials include a link to the metro with the nearest tram stop 'New Islington' being only a short walk away (approximately 300metres). This is via a dedicated footway from the Ashton Canal towpath which connects with a footbridge at Ashton Canal lock 3. This tram service provides direct access to a number of very central locations, Manchester Piccadilly Train Station and beyond together with access to other forms of public transport. There is also a City Car Club base in front of the neighbouring Chips building, which is a pay as you go car hire service.

The parking equates to a 29% provision for the occupants of the development. However, this is a city centre location and due to the unique nature of the accommodation proposed in this development, it is expected that car ownership would be low on the basis of this new flexible approach to City Centre living and would be part of a life style choice.

This accords with Policies T1 and T2 of the Core Strategy which seek to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport.

Policy T2 of the Core Strategy states that developments in the City Centre should '*provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development*'. This requirement to find a balanced approach to car parking provision for developments in highly sustainable locations, such as the application site, is also reflected within the Ancoats and New Islington Development Framework which states that:

*'New development proposal should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street'*

Based on the highly sustainable location and the unique nature of the proposed accommodation, it is considered that the right balance has been achieved between providing car parking for the occupants of the development together with taking advantage of and promoting the sustainability of the application site. With exceptional transport connections the travel plan would help to further reduce the reliance on car usage. The applicant has confirmed there is a comprehensive travel plan framework which seeks to promote alternative modes of travel. This includes providing residents with the appropriate information to inform their travel choices from the application site. An appropriately worded condition has been included in the suggested list of conditions in the original report.

Notwithstanding this, if future residents do have a car that cannot be stored at the application site, then there are numerous pay and display car parking in the local area. There a total of 134 pay and display car parks in Ancoats and outside of these areas are traffic regulation orders to prevent on-street parking. These parking restrictions would help to ensure that any additional parking demand from this development would not result in any negative effects on residential amenity in the local area.

Having regard to the above it is believed the development would have a minimal impact on the local highway network; there is some car parking and a 100% cycle provision, a travel plan and the site benefits from being in a highly sustainable location.

Whilst the concerns raised in relation to commuter parking and parking from the New Islington Free School are acknowledged, this is more localised in the area around Weybridge Road. It is not considered the proposal would in itself exacerbate parking issues and is in accordance with all relevant policy.

This report has set out to clarify and address the issues raised at the previous meeting. If Members wish to give additional weight to concerns about the proposed car parking provision, they may wish to consider the following; however, the Committee is asked to consider this in the context of this supplementary report and the advice contained in it.

*The proposed development would generate a demand for car parking facilities, in a location with car parking pressures, which cannot be accommodated on this site in a satisfactory manner with the result that vehicles would be forced to park on surrounding highways to the detriment of residential amenity and the convenience of other users of the highway. As such the proposal is contrary to Policies SP1, T2 and DM1 of the Core Strategy.*

For the avoidance of doubt, the Head of Planning's recommendation to Committee remains as '**Approve**' for the reasons outlined within the original report dated 25<sup>th</sup> August and this supplementary report.

## ORIGINAL REPORT FROM 25<sup>TH</sup> AUGUST 2016 P & H COMMITTEE

### Site Description

The application site is located on the corner of Old Mill Street and Upper Kirby Street within the New Islington Masterplan area to the east of the City Centre. The site measures 720 sqm in area and is square in shape.

The existing site is clear of any buildings, however it is currently being used as the site compound for the Stubbs Mill redevelopment on the adjacent site. The land is bounded by existing development hoardings and security fencing.

The site is bounded by Old Mill Street to the north west, Upper Kirby Street and the Ancoats Dispensary to the south west, existing terraced properties to the north east and the Stubbs Mill complex to the south east with the Chips and Milliners Wharf developments beyond.

The application site sits within the heart of the New Islington Masterplan area fronting Old Mill Street. The masterplan envisaged a rich mix of house types, distinct architectures and multiple activities that will promote a sustainable and varied community in an urban environment.

This area is currently being completely transformed through new developments and public realm improvements including the new canal and water park, new homes, a school, new office space, the health centre, and new shops, restaurants and bars.

The application site is located between the two existing Victorian canals in this area, the Rochdale Canal and the Ashton Canal.

The application site edge red can be seen on the OS based location plan below:



## Background to Development

Planning permission is sought by the Yo! Company, which is a British holding company and is more widely known for their Yo! Sushi and YOTEL brands. As explained within the Design and Access Statement, the Yo! Company stands for innovation and aims to make quantum leaps to bring value and quality at good prices.

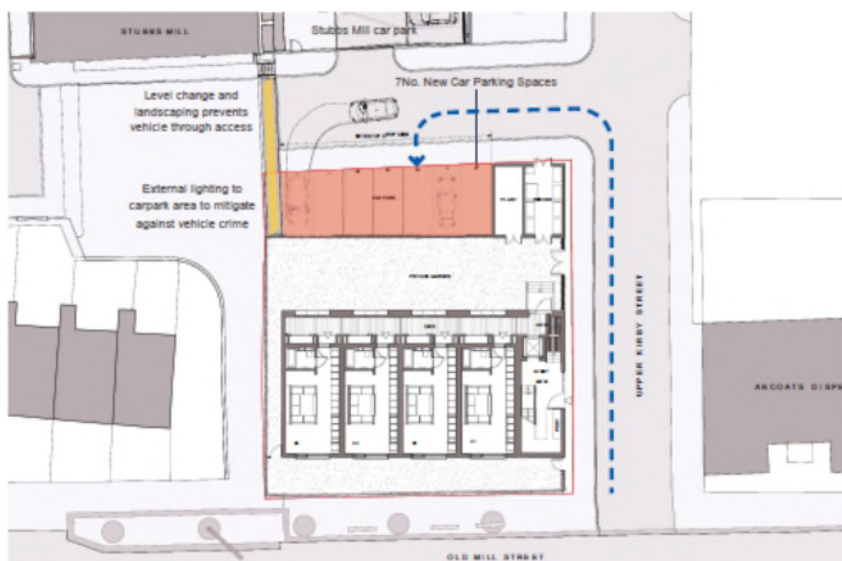
Yo! Home is the latest concept from the company and is the first residential scheme under this brand. This concept was first exhibited in 2012 at 100% Design in London and included pioneering and innovative solutions to City Centre living. The development proposals at the Manchester site would provide the global launch of the Yo! Home brand within the unique New Islington Masterplan area. The proposed development and the unique product will now be described below.

## Development Proposals

Planning permission is sought for the erection of a 6 storey building to create 24 no. residential apartments (Class C3) with 4 apartments on each floor. The building will front onto Old Mill Street, however the main entrance into the building will be from Upper Kirby Street to the side.

The main lobby area provides a lift and stair access to each floor and the rear garden area. Each apartment is accessed via a wide semi-external deck to the rear of the building and is shared with the three other apartments on that floor to create a sense of community.

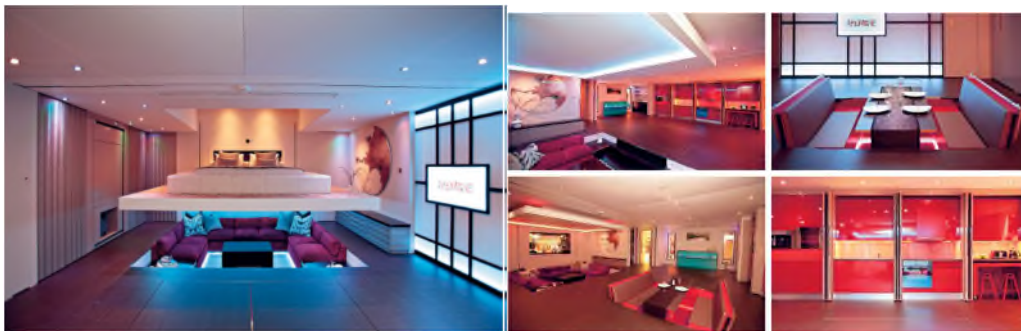
The building will be stepped back from the Old Mill Street pavement with a small garden to the front surrounded by a 1 metre high green screen. A private garden is provided to the rear of the building surrounded by a 2.2 metre high green screen to provide amenity space for the residents. A small plant building, the bin storage building and 7 car parking spaces are then provided behind the garden accessed from the new access road being created into the newly refurbished Stubbs Mill complex. The site layout plan for the proposed development can be seen below:





As explained within the Design and Access Statement, the essence of a YO! Home is that a small space can be transformed into a big place. The prototype that embodied the concepts of YO! Home was launched in 2012 at 100% Design in London. The prototype squeezed all the rooms of an average two bedroom house into a space no bigger than a one-bedroom apartment. The concept of YO! Home is to provide flexible apartments for city living. The design centres upon a kit of moving parts, which draw on the mechanics of stage scenery, transforming a small space into a much larger home. The use of multi-purpose furniture, cleverly crafted moving elements and a carefully considered design of space helps create a flexible home that transforms the way we live.

The prototype saw, amongst other innovative features, a master bedroom that lowered down from the ceiling over the sunken seating area of the living room and a dining table that folds up from the floor. Rooms could be reconfigured using sliding partitions, giving the residents the option of an open-plan layout. Theatre and exhibition specialists were brought in to assemble the moving mechanisms, which gave the apartment two bedrooms, two living rooms, a cinema, an office, a kitchen and dining room, a bathroom and a wine cellar. Photographs of the concept designs presented at the 100% Design in London can be seen below:



Since the concept was launched it has been developed by YO! Home into a compact and deliverable solution utilising prefabrication technology for its construction. A series of internal design reviews and client workshops have dictated the design evolution of this development from concept to the proposed scheme now being presented for planning. The scheme now presents the ability to turn a bedroom into a living space with a carefully integrated kitchen and storage that can be hidden away.

As with the original concept, the proposed apartment layout provides a flexible and open plan space. Each apartment has its own external 'shed' which can be used for cycle storage and a semi-private entrance recess providing a threshold between shared and private space. Internally a storage wall containing the kitchen, utilities and clothes storage runs the entire length of the unit. The kitchen can be fully opened up when in use but can easily be concealed.

Further storage is provided within the deep floor void which also provides the opportunity for furniture which can pop-up when needed and be neatly concealed when not in use. A generous central seating area is recessed into the floor void meaning that a bed can lower down from being neatly concealed within the ceiling void and sit above the seating at a normal bed height, transforming the apartment



from day mode into night mode. Internal layout floor plans showing the day and night modes can be seen below:

DAY MODE



NIGHT MODE



A series of design ideas have evolved during the process and through feasibility and sketch studies particular components have been developed. The architect has also been able to develop the ideas and have a prototype apartment built to test the concept. Photographs of this prototype apartment can be seen below:



In relation to the mechanisms involved with this innovative approach to space creation, the applicant has confirmed that each bed will come with a 2 year warrantee and the building as a whole will be managed by RMG who manage other existing New Islington properties. Each YO! Home will be delivered with a 'user' manual, which will include contact telephone numbers for companies such as Weldfab or other pre-agreed engineers who will be able to help future occupants with any issues that may arise.

## **Consultations**

### Local Residents

3 letters of objection have been received against the proposals from occupiers of the nearby Milliners Wharf building. The comments made are as follows:

- I was assured when purchasing a flat directly opposite this site that there would be no building here higher than Stubbs Mill, as this is a listed building. 6 floors is clearly higher than Stubbs Mill. Strongly object to anything being built higher than the main part of Stubbs Mill, which is a protected and listed building.
- A 6 storey high building here will completely block my view and be an eye sore next to a lovely returned Stubbs Mill.
- The proposal is not in keeping with the New Islington master plan/development framework, and the location is inappropriate for a building of this size.
- The New Islington framework states that "Development activity must provide for a range and mix of residential accommodation in a high quality", but this proposal is purely for a dense development of small, studio flats, of which the area is already well supplied with. Additionally, the framework also states that development should respect the existing heritage. The proposed location between the Dispensary and Stubbs Mill would cause an adverse effect to the heritage displayed by those buildings, especially as the proposed height of the development is to the tops of the towers of those two buildings, rather than in line with the top of the main parts of those developments.
- Would encourage the committee that if they approve the development to restrict the height of the development to be in line with height of the main bodies of the Dispensary and Stubbs Mill, rather than the full height including these towers. The proposed development would threaten to dwarf both the Dispensary and Stubbs and reduce the impact of the mix of new/heritage that currently exists in that area.
- The immediate area is already fairly densely developed with large buildings such as Chips and Islington Wharf, but which have "breathing space" around them and a developed street scene, which are also called for in the development framework. The proposed development would hide the street interaction with Stubbs Mill. Giving room for Chips and Stubbs to have a good interaction with the street scene with a building of decreased density would be more appropriate here.

- The development is for only 24 one bedroom apartments this is against the Core Strategy for East Manchester regenerate area Policy H4 for mixed sized developments with priority to family housing. As the development is for only 24 one bedroom apartments this would make it the only development in East Manchester that is not a mixed development of one , two and three bedroom dwellings making it a directly against the Core Strategy for East Manchester.
- The development is against the Core Strategy policy T2 car parking and bicycle parking. The development only includes seven parking spaces for 24 apartments which does not meet the required number of parking spaces set out in Appendix B For new developments outside the city centre and the development has no disabled parking spaces the minimum of 5% as set out in Appendix B and no secure bicycle parking area also a requirement of policy T2 making the development not sustainable. The streets around the development either have parking restrictions or already under stress from the dwellings already parking in few areas . The only public carpark in the area behind the Ancotes infirmary is ear marked for development so when this happens it will put extra strain on the area.
- The development discriminates against disabled people as the ground floor apartments are only accessible by stairs which is against policy T2 disabled access

### Strategic Development

Although in terms of unit size this does not meet with our plans for the New Islington Area (1 Bed units), Strategic Development recognise that this is an innovative approach that can add a different dimension to the housing offer in the area and is unique in terms of approach. On this basis, Strategic Development are happy to support the application.

### Environmental Health

Environmental Health have assessed the submitted information and would make the following comments/recommend the following conditions.

The Waste Management Strategy submitted with the application is acceptable.

Environmental Health has reviewed the acoustic report by Wardell Armstrong and the noise survey and internal and external criteria stated is sufficient. However, at the time of writing the report the exact design layout appears to be unknown and there appears to be uncertainty as to where the windows for bedrooms and living rooms are to be located, therefore the exact glazing and ventilation specifications for the development are unknown.

From the plans submitted the bedroom area and living area are the in the same space (adjustable design) and so it should be demonstrated that the glazing specifications meet the night-time internal requirements of 30 dB(A). It is also noted that acoustic ventilation is proposed and further information is required on type of ventilation, any inlet/extract positioning and that the internal noise criteria will not be

compromised. In addition, with the now know design proposals calculations and any mitigation proposed for the outside areas should also be shown.

Environmental Health have reviewed the Desk Study Report by Wardell Armstrong, Reference: LE13344, Dated: March 2016 and have found the desk study to be adequate. The authors have proposed that a site investigation is undertaken and EH agrees with the Site Investigation proposals. The following is required before any contaminated land condition could be discharged:

- (i) Provision of the site investigation
- (ii) Provision of the final risk assessment
- (iii) Provision of the remediation strategy
- (iv) After completion of site works, a verification report is required to validate that the works conform to the remediation proposals received and agreed by this section.

### Highway Services

The planned development is for the construction of a 6 storey building to form 24 no. residential apartments (Use Class C3), together with access, landscaping, car parking, boundary treatment and associated works. The site is located at the corner of Old Mill Street, Upper Kirby Street & Lampwick Lane, in the Bradford ward on the edge of Manchester City Centre. Given the site's edge of city centre location, the development benefits from excellent public transport links via metrolink, rail and bus services.

It is accepted that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

It is proposed that 7 no. parking spaces will be provided within the sites internal layout. The parking provision associated with the site equates to a 29% provision. This does appear slightly lower than is expected for a residential development in this location. Highways would typically expect in the order of 30-40% provision for a site such as this.

Regarding the dimension of the on-site parking spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions are 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 to allow vehicles to safely manoeuvre within the car park. It is also recommended that the parking layout is formalised and demarcated. Further information is required regarding disabled parking provision at the site.

The proposed new vehicular / pedestrian access into the site from Upper Kirby Street 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.

24 secure cycle parking spaces are to be provided within dedicated cycle storage adjacent to each apartment. This equates to a 100% provision which is acceptable in principle.

Prior to occupation it is recommended that applicant develops a Full Travel Plan in order to encourage sustainable modes of travel at the site.

Servicing and waste collection is to be undertaken on the adopted highway via Upper Kirby Street. It is recommended that the applicant provides a swept path analysis to illustrate that a large refuse vehicle can access / egress Upper Kirby Street in forward gear. It should be noted that Manchester City Council (MCC) refuse vehicles are circa 11 metres in length. It is recommended that servicing takes place outside of peak hours to reduce congestion on the highway network.

It is recommended that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning. It is recommended that the Construction Management Plan details the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider on-site contractor parking an ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

#### Greater Manchester Ecology Unit

GMEU have no objections to the above application on nature conservation grounds. Recommend that Best Construction Practice should be followed throughout the course of any approved works to ensure that there is no pollution of the nearby canal waters.

#### Greater Manchester Police

The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Preliminary Crime Impact Statement dated (14/03/2016 – URN: 2016/0054/CIS/01 Version B) and a planning condition should be added to reflect the physical security specifications listed within sections 3 & 4 of the submitted Preliminary Crime Impact Statement. In summary, our support for this application is dependent on the recommendations made within the Preliminary Crime Impact Statement being incorporated into this proposal.

#### Historic England

No comments to make on this application.

### Flood Risk Management Team

If there is no clear adoption policy in place to take over the proposed drainage system after construction, FRMT suggest that a construction and maintenance condition to be included in any approval.

### United Utilities

United Utilities will have no objection to the proposal provided that a condition is attached to any approval relating to the submission of a proper surface water drainage scheme.

## **Policy Context**

### The Development Plan

The Development Plan consists of:

- o The Manchester Core Strategy (2012); and
- o 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:

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

- o Improve choice by developing alternatives to the car;
- o 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;
- o Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- o Improve pedestrian routes and the pedestrian environment;
- o Improve and develop further Manchester's cycle network;
- o Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- o 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:

- o 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;
- o 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 transport information and a commitment to submit a travel plan following the granting of a permission, which will demonstrate that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

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:

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- o Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- o 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;
- o Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- o 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 unique accommodation not seen elsewhere in the City to provide flexibility within the housing provision in this housing growth area.

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 H4 'East Manchester' states that over the lifetime of the Core Strategy, the area will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats and New Islington.

The proposal is considered to comply with policy H4 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. Due to the unique nature of this accommodation, the development will not provide provision for affordable housing and will provide private accommodation for sale 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.

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 has been designed to preserve the setting of the adjacent Listed Building and removes a vacant and unattractive site in a key regeneration area.

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 CO 2 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 CO 2 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 application has been submitted with an Energy Standards Statement which outlines the measures taken to address sustainability ratings. The building fabric is considered to be high quality and will allow energy costs to remain low.

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 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 the following specific issues:-

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o 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;
- o 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;
- o Community safety and crime prevention;
- o Design for health;
- o Adequacy of internal accommodation and external amenity space;
- o Refuse storage and collection;

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

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 will be accessible for all residents of Manchester.

DC19 'Listed Buildings' states that in determining applications for planning applications for development 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 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.

The proposal has been designed to respect the setting of the adjacent Listed Buildings along with maintaining established views around the application site and road network.

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:

- o 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.
- o 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;
- o 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.

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 proposals are therefore considered to be in accordance with the guidance outlined within the SPD.

Ancoats and New Islington Regeneration Framework (2014)

The framework was adopted by the City Council's Executive in 2014 and is now a material consideration in the determination of planning applications. The framework has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live. Creating neighbourhoods of choice is essential if the City is to meet its pressing housing need and have the ability to retain as well as attract the range of talent that will fuel its next wave of economic growth and enhance productivity.

As a result, Manchester's population is expected to increase by 100,000 in the period to 2030. This, together with well documented trends and changes in household formation, will fuel an increase in demand for accommodation. An additional 60,000 new homes over the next twenty years (3,000 per annum) are expected to be required and need to be planned for.

Located on the City Fringe, Ancoats and New Islington will play a critical role in terms of meeting the City's housing needs. The eastern side of the City Centre has all the attributes that mean it can act as a major focus for population growth over the next 10 years.

The document details that there are a number of character areas and the application site falls within the New Islington area where there is significant opportunity for further regeneration and delivery of new housing. The document states that the principles of the New Islington area were to:

- Maintain and strengthen the design guidelines to guide new incremental development
- Continue to promote a clear and legible block structure
- Complete new canal infrastructure and connect to the canal system
- Take advantage of any Central Retail Park re-development opportunity to improve pedestrian links to Great Ancoats Street
- Complete the pedestrian link east towards the Medlock Valley
- Ensure good connections with the new Holt Town development
- Redefine Great Ancoats Street as a mixed-use, pedestrian-friendly urban boulevard
- Improve the integration between the City Centre and residential neighbourhoods to the east
- Develop a new neighbourhood primary school
- Rename the Pollard Street Metrolink station to help promote neighbourhood identity.

The vision was for the New Islington area to contribute to the seamless integration between the mixed uses along Great Ancoats Street and the City Centre, through to the residential areas of Miles Platting and Holt Town through a clear block structure and legible street network. The neighbourhood would enhance the quality and accessibility of the canal network, and new pedestrian links should provide high-quality corridors between Great Ancoats Street and the extended canal network. The SRF promoted an improved relationship between the neighbourhood and the canal by fronting onto the canal-side park system, with the overarching goal to establish



New Islington as a national and international exemplar of edge-of-city-centre, mixed-use development.

### 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 Government's 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 Government's 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:

- o 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;

- o Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- o Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- o Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

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

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

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

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:

Design states that where appropriate the following should be considered:

- o layout - the way in which buildings and spaces relate to each other
- o form - the shape of buildings
- o scale - the size of buildings
- o detailing - the important smaller elements of building and spaces
- o 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:

- o encouraging sustainable travel;
- o lessening traffic generation and its detrimental impacts;
- o reducing carbon emissions and climate impacts;
- o creating accessible, connected, inclusive communities;
- o improving health outcomes and quality of life;
- o improving road safety; and
- o 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"

## **Issues**

### Publicity

The proposal, by virtue of the size of the site, the number of residential units and the 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 affecting the setting of a Listed Building (Ancoats Dispensary). 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", however, falls below the threshold in terms of site area (1 ha) and units size (150 units).

### Community Involvement

A public consultation event was held on Tuesday 3rd of May 2016 between 16:00 and 19:00 in the exhibition space at Bridge 5 Mill, which is located close to the proposed development site. The event was organised with the assistance of Neighbourhood Services. A digital copy of the development flyer was sent to Neighbourhood Services two weeks prior to the event for circulation around the local community groups. A further 150 flyers were then dropped through the doors of local residents.

Four local residents from three households attended along with a small number of staff and visitors from Bridge 5 Mill. It has been confirmed by the applicant that the feedback that was obtained was very positive. One resident arrived with initial concerns that the proposed height could be an issue, however following a viewing of the proposed plans, he commented that the building was sympathetically set and that the height would not cause him any problems.

Other attendees commented that the concept and design were great and that the development could not come quick enough. The general feeling was that the residents were happy to see development in the area and particularly on this plot that has been vacant for so long. The proposed prefabricated building process was looked upon favourably due to the relatively quick and efficient construction process and reduced site noise. As a result of the positive feedback from the event, the applicant and architects concluded that no changes to the design were necessary in response to the positive comments received.

## Principle

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012), and forms part of the East Manchester Regeneration area. It is also located within the Ancoats and New Islington Development Framework area, which states that located on the City Fringe, Ancoats and New Islington will play a critical role in terms of meeting the City's housing needs. The eastern side of the City Centre has all the attributes that mean it can act as a major focus for population growth over the next 10 years.

Policy SP1 states that this area will be the focus for economic and commercial development, retail, leisure and cultural activity alongside 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. Policy H1 also seeks to ensure good quality family housing. The application site is a key site within the neighbourhood framework and it is recognised it has been vacant for a prolonged period of time. The application site falls within the New Islington masterplan area which is identified as an opportunity area for further regeneration and delivery of new housing.

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.

## Space Standards

On the 29<sup>th</sup> June 2016, the Executive Committee approved the draft of a new Manchester Residential Quality Guidance document that will shortly be going through a full consultation process prior to its final adoption for use for planning purposes. The draft "Manchester Residential Quality Guidance" document seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city. The draft document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city.

As a basis for assessing new residential developments in Manchester, in March 2015 the Executive Committee adopted on an interim basis, the London Housing Design Guide Space standards, pending the preparation of specific guidance for the City. The new London standards and guidance are intended to encourage provision of enough space in dwellings to ensure homes can be flexibly used by a range of residents. They also aim to ensure that space can be sensibly allocated to different functions, with adequate room sizes and storage integrated into the planning.

The draft Manchester Residential Quality Guidance document now provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be the planning and

laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

The National Described Space Standards set out minimum gross internal areas (GIA) for new homes. This is based on the number of occupants the dwelling is designed to accommodate and the number of storeys within a dwelling. For example, in a development containing typical apartments, a 1-person apartment (open plan studio) would be expected to have a minimum GIA of 37 sq.m and a 1-bed, 2-person apartment would have a minimum GIA of 50 sq.m. These recommendations include an allowance for storage and circulation.

For this development, the applicant has acknowledged that each YO! Home unit has a GIA of 40.8 sq.m which falls between the recommendations for a typical 2-person apartment and for a studio apartment. It is explained within the Design and Access Statement that the YO! Home product is not intended to be a building that contains typical apartments. The innovative and flexible layout of each apartment provides a large living area when in day mode, which transforms into a large sleeping area when in night mode. YO! Home adopts an open plan layout with clever space planning that reduces the need for circulation space. By utilising the under floor void for storage and imaginative space saving furniture, each unit provides storage beyond the minimum recommended amount without compromising the floor space. As outlined above, the vision of this product is to transform a small space into a big place through the use of multi-purpose furniture, cleverly crafted moving elements and a carefully considered design. Therefore, this concept has remained allowing the 40.8 sq.m apartment to transform into a much larger home through shared use of the limited space.

Manchester City Council has produced the Residential Quality Guidance document based on a principle of 'Comply or Justify'. In this respect, deviation from the compliance elements set out within this document must provide robust and evidence-based justification. In such cases, Developers and their design teams must demonstrate that the scheme will deliver a finished project of the very highest quality that aligns with the thrust of what this Guide seeks to achieve. Proposals that do not comply with this guidance and fail to provide compelling justification, evidence and options analysis, will be refused.

It is considered that in this case, a fully detailed justification has been provided in relation to the unique nature of this development and why the internal space standards do not strictly comply with those outlined in the guidance. Despite it falling short of the overall space requirement for a 2 person apartment, it exceeds the standards for other elements and includes new and innovative ways of providing space and storage. It must be acknowledged that the floor area proposed falls short of that advised within the draft documentation. However, it is considered that the proposal offers a unique and innovative approach to the use of space which in this instance due to the evidence provided, is considered to be acceptable.



### Affordable Housing

The applicant acknowledges the presence of the City Council's affordable housing policies and has commented as follows. From the Outline Planning Stage (permission 067144/00/NORTH1/03, superseded by 074524/JO/2005/N1 and 074602/JO/2005/N1), the New Islington development has had the ambition to create a mixed and balanced community with a range of housing typologies, affordability levels and tenures. All the housing delivered to date has high environmental and design standards, meaning that it is not possible to deduce the type of tenure from the design, quality or location of any residential scheme within the site.

YO! Home is a unique and pioneering housing typology that does not lend itself to the affordable housing market. The driving force behind this product is the efficient use of space. The idea is that by using space in an imaginative way, without sacrificing quality and style, YO! Home is set to offer apartments that are unique and built to sell on the open market.

As stated in Policy H1 (East Manchester) of the MCC Manchester Core Strategy 2012-2027, the tenure of the housing mix will be assessed on a site by site basis and influenced by local housing need and economic viability. East Manchester has a very high proportion of social housing and new housing developments are slowly changing this profile and the area. In accordance with Policy H4 (Overall Housing Provision) of the Manchester Core Strategy, high density housing and apartments are being developed in the neighbourhoods close to the City Centre, which includes New Islington.

As a result of the reasons stated above, the proposal for the YO! Home development is for 100% of the units to be made available on the open market for owner occupier purchase or private rental and will therefore not include any affordable provision. In this instance, it is considered that this approach is acceptable as the proposal seeks to diversify the market within this area of Manchester, which is predominately socially rented. As such, there is already a high level of affordable housing in the immediate area. Furthermore, this proposal will bring substantial regeneration benefits to the area, including securing the sustainability and delivery of the land surrounding the Ashton Canal to compliment the Milliners Wharf, Chips and Stubbs Mill developments and eliminating a vacant site adjacent to a Listed Building.

### Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The application site has a uniform shape and form and has frontages to Old Mill Street and Upper Kirby Street. The built form covers a relatively small footprint on the site, with gardens to the front and back and small ancillary buildings and 7 car parking spaces to the rear. The building addresses all of the key frontages and provides the maximum impact to the street scene along Old Mill Street. The car parking spaces and service accommodation entrances (bin stores, plant room etc) are then located to the rear of

the site, which has a more back street feel rather than a main route. A copy of the proposed site plan has been provided in the Descriptions section of the report above.

The building has been stepped back from the pavement edge to the front on Old Mill Street and the footprint is slimline in form to reduce the overall impact of the building on the adjacent residential properties and the Ancoats Dispensary. The position of the building on the site will retain the views of the listed building from Old Mill Street and beyond and will not be over dominant within the street scene.

Overall the siting and layout of the development maximises the relationship with the surrounding road network. Whilst the proposed building will be close to surrounding sensitive receptors, the siting and layout provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the East Manchester SRF.

### Design and External Appearance

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design 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 proposed development will remove a vacant, previously developed site, on a locally important route through the New Islington masterplan area. The site currently has a negative impact on the visual amenity of the area and, as such, this planning application provides an opportunity to improve the visual quality of this key site.

As outlined within the Design and Access Statement, the design for this key site has gone through a rigorous process with many different outcomes. However, the chosen design represents a simple and highly ordered form with a limited palette of materials to compliment this. The design responds to the height of the central tower of Ancoats Dispensary, including its former steeply pitched roof as well as the tower which forms part of the Stubbs Mill complex beyond. The building references the repetition of bays and large areas of glazing that can be seen in the surrounding industrial buildings, including Stubbs Mill. The simple form and restrained material palette help to create a building that acts as a counterpoint to the ornate red brick, Gothic inspired Ancoats Dispensary and the colourful and irregularly shaped 'Chips' building behind, whilst still creating a notable street frontage onto Old Mill Street.

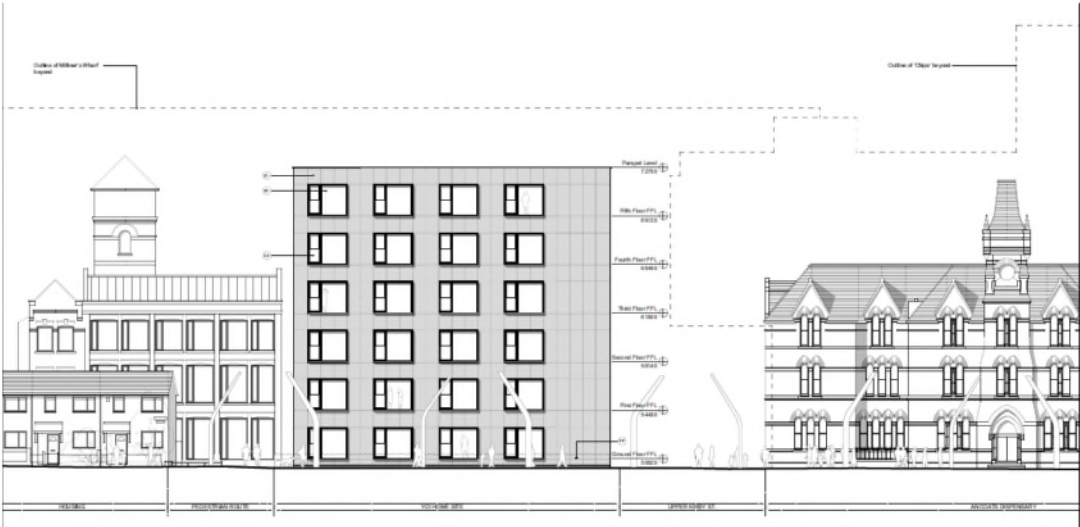
The front elevation of the building includes a simple rhythm of windows set in a smooth cladded finish. A high quality composite aluminium/timber window system has been chosen for the development that will be finished externally in dark grey to compliment the colour of the cladding. The window system includes a tilt and slide mechanism which allows one third of the window to slide completely open. In front of each sliding door, a glass balustrade will be fixed to the outside face of the window frame. The glass balustrade allows for uninterrupted views out from the apartments and compliments the simplicity of the elevation. To increase the level of visual interest, create a sense of depth and interesting shadowing, the design includes a metal window surround that projects forward from the face of the cladding approximately 100mm. The benefit of doing this rather than increasing the depth of

the reveal, is that the surround will create shadows on the surface of the cladding as well as the surface of the window. The depth of the glass balustrade and fixings will be contained within the depth of the surround. The surrounds will be coloured to match the window frames and other metalwork.

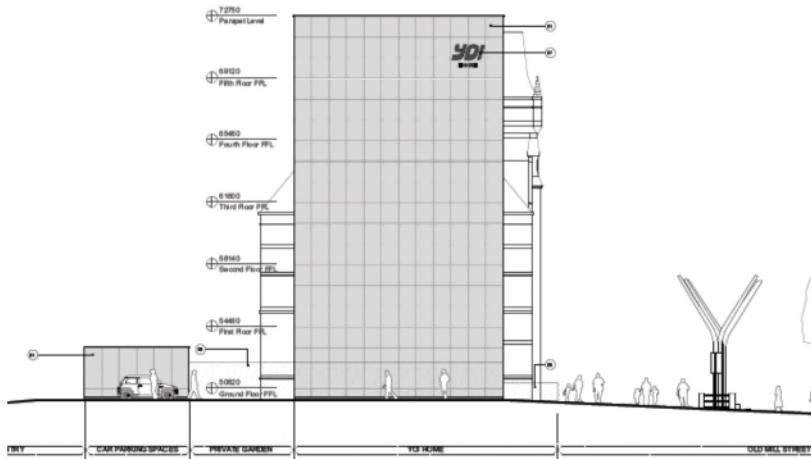
The side elevation facing the adjacent terraced properties has been left blank to ensure there is no overlooking or loss of privacy to these existing houses. The other side elevation facing the Dispensary includes the main front entrance into the building at ground floor with the openings to the semi external circulation core in a vertical position above the entrance doors down the centre of this elevation. These openings include a dark metal balustrade to provide the necessary enclosure and safety requirements. The rear elevation again includes the external openings to the apartment access decks in a simple horizontal rhythm, with dark metal balustrades for safety purposes.

The principal cladding material chosen is fibre cement cladding panel in dark grey. This material is considered appropriate for the context, the form of the building and is suitable for the prefabrication construction method that is being used. It is considered that although simple, this material adds interest with a subtle variety that can be seen between panels, whilst maintaining an overall clean and uniform appearance.

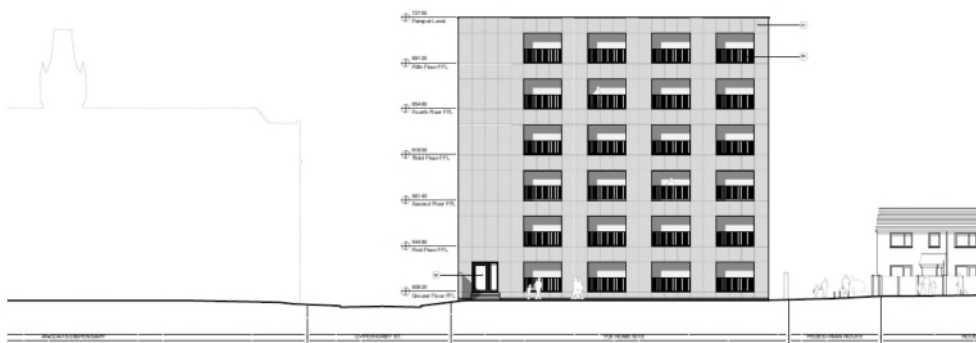
The proposed elevational drawings and the 3D image produced for the development can be seen below:



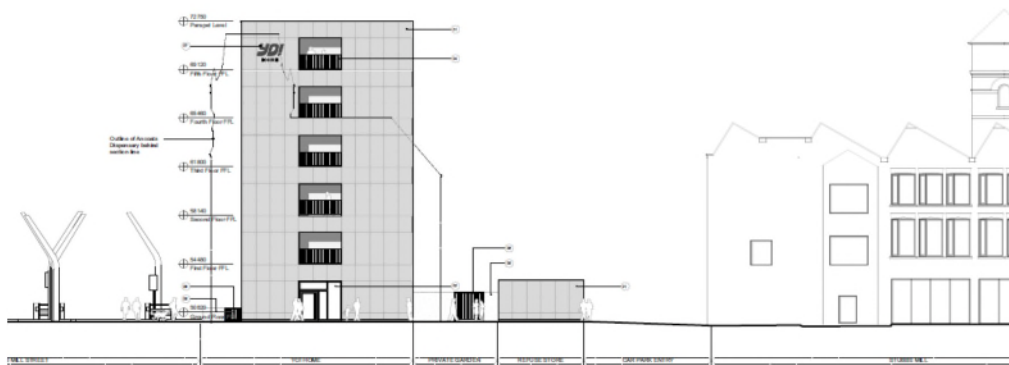
*Front elevation to Old Mill Street*



*Side elevation facing existing housing*



*Rear elevation facing Stubbs Mill*



*Side elevation facing Ancoats Dispensary*



*3D image showing development onto Old Mill Street*

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. It is considered that the architecture and elevational treatment creates a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials will provide a building which will enhance and respond to the setting and distinctiveness of the New Islington area whilst also contributing towards creating a new sense of place for the regeneration area.

### Scale and Massing

The application site is located adjacent to the City Centre and as such, the area immediately surrounding the site includes a number of residential and commercial buildings. It is acknowledged that the immediate context to the application site, is predominantly low rise residential buildings between 2-3 storey. However, the area is punctuated by a number of taller structures such as Salford & Chippenham Courts and the more recent Chips, Islington Wharf & Milliners Wharf developments. Immediately adjacent to the application site is Ancoats Dispensary and Stubbs Mill that are traditional 3 storey buildings with taller historic proportions and both of which have towers up to a similar height as the development proposed at the application site.

It is recognised that a building of this scale will mark a change in the street scene from the existing vacant site and is taller than the existing residential buildings adjacent to the site. This visual relationship with the two storey houses to the immediate north east has been carefully considered and although there will be a marked change of scale, it is considered that this is acceptable in this location and context.

It is considered that the proposal responds appropriately to its context fronting Old Mill Street where buildings of height are considered to be more acceptable. The site presents a great opportunity for a prominent building and it is considered that a low scale development would not achieve this. The proposed massing responds to this and aims to revive a piece of land which has been left vacant since the removal of the former rectory in the 1960s by providing a building of quality and significance. It is considered that the building will sit on a prominent site marking the end of Old Mill Street and will signify an important corner of the New Islington masterplan area. It is considered that the scale, massing and design of this development responds well to the history and importance of the surrounding historical context, in particular Ancoats Dispensary.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and future developments that will emerge within the New Islington regeneration area. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

### Heritage

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 application site is not located within a Conservation Area and the nearest Conservation Area is Ancoats to the north, however this is some distance away. Whilst there will be long ranging views of the development from within and looking towards these Conservation Areas, it is not considered that there will be any harmful impacts as a result of the development on these heritage assets.

The application site is located adjacent to the former Ancoats Dispensary Building which is designated as a Grade II Listed Building. The Grade II listed Ardwick and Ancoats Hospital was built between 1872 and 1874, to a design by Lewis and Crawcroft. The Hospital closed in 1989 after more than 100 years of service. It is a red brick building with polychrome bands and steeply-pitched hipped slate roofs. It has an irregular plan and is built in a Gothic style with three storeys above basement level. The dispensary building has significance as the earliest and most architecturally notable building of the former hospital complex. With the exception of this building, which covers an area of approximately 760 sqm, all other structures on the site including the nurses' home, ward blocks and various other ancillary buildings have been demolished. Some aspects of the main building have also been removed, including much of the central tower.

As of September 2015, the remaining building is under the ownership of Ancoats Dispensary Trust (ADT), a reactionary group established by concerned local residents when the Dispensary became subject to a listed building demolition application. The Trust have received a £770,000 grant towards the regeneration of the dispensary and aim to restore and reopen the building to provide health and wellbeing facilities for the community as well as creative studios for small businesses.

To the rear of the application site is Stubbs Mill, which is a former machine works established in 1887. The building is not listed, as stated by some of the local

objections outlined above, and does not fall within a Conservation Area. However, it is considered to be of architectural merit and is representative of the typical mill buildings of the time. The building and surrounding land is currently being transformed to provide flexible office space.

Under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of the adjacent listed building and historic building of architectural merit, and this harm has been weighed against the overriding public benefits of the proposal. As detailed elsewhere within this report, the proposed development responds positively to the existing development of the area by adopting a reduced footprint with green space to the front and rear to provide a robust built form with a softer appearance to the site edges. It is considered that the proposed height of the development, whilst being taller than some of the nearby buildings, adds to the character of the area and its overall distinctiveness. It should also be noted that no objections have been received from Historic England or the Ancoats Dispensary Trust.

Therefore, it is considered that the development has been designed sensitively to the adjacent listed building and that the public benefits of the regeneration of this site outweigh any harm on this heritage asset. The development is therefore considered to comply with Policy EN3 of the Core Strategy and the tests of the NPPF.

### Noise

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the residential 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 with 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 acoustic report considers external noise sources on the proposed residential accommodation. It 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. Further details are required to ensure that all relevant noise criteria can be met for this development, including any relevant glazing specification, and it is recommended that this is included as a condition of the planning approval.

On that basis, provided that the plant equipment and residential 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.

### Residential Amenity

It is acknowledged that there are existing residential properties immediately surrounding the application site, and there would be a significant increase in the amount of development on the site compared to the existing vacant land. Objections have been received from some residents living within the nearby Milliners Wharf

development, however it should be noted that none have been received from the adjacent terraced properties.

Concerns have been raised from the occupants of Milliners Wharf in relation to the height of the proposed building and the impact this has on the views and character of this area. However, it is considered that the site is currently vacant and not landscaped, so the redevelopment would improve the visual appearance of the site to the benefit of this key regeneration area on a central upgraded route within New Islington.

As outlined above in detail, the buildings have been designed and sited to reduce the overlooking, overshadowing and overbearing impact on the adjacent properties and the height of the scheme has been set to be similar to the existing and future buildings around it. However, it should be noted that this site is located on the frontage of this neighbourhood on Old Mill Street and therefore, an increased height in this location is considered to be appropriate in context.

A Daylight and Sunlight Assessment has been completed by the applicant, and due to the height and orientation of the new buildings, there will be some impact on the amount of sunlight received within the windows and gardens of the adjacent residential properties. This assessment provides a shadow cast analysis detailed to understand the potential daylight and sunlight changes that the proposed development will have on surrounding residential properties. The assessment looks at the shadowing created by the development at four times throughout the day for the spring equinox, the summer solstice, the autumnal equinox and the winter solstice.

The images show that throughout the year in the afternoon the proposed building does cast a shadow on the gardens of some of the neighbouring houses, however this is not significantly more than the shadows that would already be cast by the houses themselves and other nearby tall buildings. The shadowing is worse during the winter months when the sun is lower in the sky. However, due to the narrow footprint of the proposed building and the position of the building on the site, the overshadowing impact has been reduced as much as possible.

Therefore, it is considered that this vacant site will benefit from a well designed good quality residential building, and that the development will not create a significant adverse and harmful impact on the outlook experienced from the residential property windows. The privacy of the adjacent residents is being protected through the location of habitable rooms and the orientation of Juliet balconies and the impact on the sunlight received by some properties will be outweighed by the significant improvement to the environment within this immediate area. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

#### Landscaping/Amenity Space

Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private. Policy EN9 also explains that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. This development includes high quality



landscaping to the front and rear of the proposed building to create a softer setting within this existing hard landscape.

The Design and Access Statement explains that in the reference to simple pure form and material palette of the building and the small size of the site, a low-key landscaping scheme has been developed. A private garden at the rear is designed for use by residents and their guests only. The ground surface will be covered in grey coloured gravel with feature rocks, referencing a Japanese rock garden. The perimeter will comprise of a 2.2m high Green Screen hedge, which provides privacy and year round greenery from the Hedera helix 'Woermer' ivy with which it is planted within the screen. The required security to the rear perimeter is provided by a 5mm weld mesh galvanized high carbon steel security fence which forms part of the green screen hedge.

The garden area to the front provides a defensible space between the public realm of Old Mill Street and the private space within the ground floor apartments. The ground treatment is the same as the private garden to the rear and a 1m high green screen reinforces the defensible space without hindering views out. The green screen hedging is low maintenance and delivered ready planted, meaning the impact is instant. The hedge will grow up to 300mm thick within 2-3 years. The choice of ivy for the greenery means that the hedging will remain full throughout the winter but will take on a slightly reddish-brown colour.

The roof of the refuse store will be planted as an extensive green roof with the objective of establishing a self sustaining plant community with plants such as sedums or hardy wildflower seed mixes. The green roof will provide visual appeal for the residents of YO! Home and will also create a habitat for native flora and fauna.

It is considered that the proposed landscaping at the site has been well thought out and provides a good quality and appropriate setting for this high quality unique development. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

### 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.

The documents submitted to accompany this application acknowledge 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. It is due to the sustainable location and the nature of the unique accommodation proposed at this development that the proposals only include a limited number of car parking spaces.

The proposed development includes the provision of seven new car parking spaces to the rear of the building and private garden. Although these car parking spaces do form part of this development, the ownership of these spaces will be retained by

Urban Splash who own/manage the adjacent Stubbs Mill and Chips developments. Notwithstanding this, the applicant has confirmed that these spaces will be available to the residents of YO! Home for the lifetime of the development.

The seven new spaces that are being proposed for use by future residents will provide a 29% car parking provision for the proposed 24 residential unit development, which is acknowledged to be low. However, as outlined in more detail, the development includes 100% cycle parking provision and the site benefits from strong public transport links and a close proximity to the City Centre. There is a bus stop almost directly outside the site, and the New Islington Metrolink tram stop is only minutes away on foot, providing fast and clean transport around the city and beyond. There is also a City Car Club base in front of the Chips building, which is a pay as you go car hire service. Due to the unique nature of the accommodation proposed in this development, it is also expected that car ownership will be low on the basis of this new flexible approach to City Centre living. Highways Services have stated that the parking provision associated with the site is low and therefore, a Full Travel Plan for the development is required in order to encourage sustainable modes of travel at the site.

As shown on the submitted site layout plan, the new access road that provides a route to the new car parking spaces, also forms part of the planning application 109949/FO/2015/N2. This application is for the creation of new external works and car parking for Stubbs Mill. The applicant has confirmed that it has been agreed with Urban Splash that the access road will be amended in their planning application to facilitate access to these 7 car parking spaces. Further information has been included in the Land Sale Agreement between YO! Home (Manchester) and Urban Splash to cover this issue.

It is outlined within the Design and Access Statement, that the spaces will be managed by a company such as Simple Intelligent Parking (SIP) who will monitor the spaces with regular patrols to ensure that only those who have the correct permission will park here. SIP currently manage other car parks and street parking in the area. This will ensure that the proposed spaces are retained for use by the future residents of this development and not abused by commuter parkers, which is currently a significant problem within this area.

Overall, it is considered that the development will have a minimal impact on the local highway network 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. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

### Cycle 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. The New Islington site is well served for

cycle routes within the city, where cycle use is promoted to encourage green travel and reduce the reliance on cars.

The proposed development includes the provision of a private external shed adjacent to the front entrance to each apartment. This private external shed has been designed to be the adequate size for one bicycle. Each internal cycle store will have direct access to the external access deck, which is accessible on each floor by the lift from the central circulation core. Therefore, cycle storage will be provided for a total of 24 bicycles, which equates to 1 cycle per apartment. Highway Services have confirmed that a 100% provision is considered to be acceptable for this development. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

### Waste Management

A major development of this nature will generate a certain amount of domestic waste which will need to be properly managed. 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.

A waste management strategy has been submitted to accompany this application that was prepared in accordance with Manchester City Council's guidance document: GD 04 Waste Storage and Collection Guidance for New Developments. The strategy confirms that the total number of bins provided will be 1 No. 1100 Litre Eurobin, 2 No. 770 Litre wheelie bins, 4 No. 660 Litre wheelie bins and 1 No. 240 Litre wheelie bin.

The strategy confirms that within each apartment, there will be provision for residents to separate their waste into refuse and recyclable materials. The waste will then be transferred by the residents via the lift or stairs to a separate waste store on the ground level which will contain the required number of bins for each type of waste for the whole development. The waste store will be located within 10 meters of the external door at the rear of the development. Due to the configuration of the circulation core, residents of 5 of the apartments (21%) will be required to travel a horizontal distance of approximately 34m from their apartment to the waste store, however the residents of the remaining 19 apartments (79%) will not be required to travel a horizontal distance of more than 30 metres.

Manchester City Council offers a weekly refuse and recycling collection service for domestic waste from apartments and the waste store has been designed to accommodate the required number of bins for a weeks worth of waste from 24 apartments, as calculated above, with easy access to each bin for collection.

Refuse collection vehicles currently collect waste from the Chips apartment behind the proposed YO! Home site. The only vehicular access to this existing collection point is via Upper Kirby Street. The proposed waste collection point for YO! Home will therefore, also be on Upper Kirby Street. It is proposed that the external door to the bin storage area will have controlled access with a locking mechanism that does not require a key. Codes or fobs will be supplied to Manchester City Council to enable waste operatives to access the bin storage area and transfer the bins for vehicle collection. The surface between the bin storage area and the collection point

will have a dropped kerb where the path meets the road and will comply with other guidance set out in GD 04, section 8.2. It is proposed that waste operatives will not be required to wheel any containers more than 10 meters from the bin storage area to the vehicle collection point.

The arrangements outlined within the submitted Waste Strategy ensure maximum ease and efficiency for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable. Environmental Health have confirmed that the submitted waste strategy is considered to be acceptable and the proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

### Environmental Standards

Paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

Further to this, Paragraph 96 states that local planning authorities should expect new development to: comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

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.

Therefore, the application is supported by an Environmental Standards Statement, which provides an overview of how the proposed YO! Home development accords with the Environmental Standards included within the Guide to Development SPD (2007). It states that the proposed residential development has been designed to minimise the energy demand and usage and therefore CO2 emissions of the

development as far as reasonably practical, subject to the constraints of the site and financial viability.

The proposed development is designed to the highest standards and will use energy efficient materials and methods during its construction. In accordance with the Manchester City Council Core Strategy (July 2012), the proposed development will aim to reduce carbon dioxide emissions by 15% more than the requirements of the current Building Regulations (Approved Document Part L, 2010). A range of measures will be adopted to reduce the primary energy demands of the development. This will be achieved through effective layout and design of the building, and through the forms of heating system, lighting and appliances that are fitted in the apartments.

The feasibility of incorporating renewable energy technology into the scheme is currently being considered and evaluated. As set out in the MCC Core Strategy, the minimum CO2 emissions reduction target has been set at 15% over and above the Part L Building Regulations 2010. CO2 emissions should be minimised by following the energy hierarchy of: reducing the need for energy consumption; efficient use of energy; and using renewable and low carbon energy where possible. The proposed development will accord with this principle.

It is noted that policy DM1 of the Core Strategy requires that a 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 waste efficiency and energy standards.

In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development appears to be satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the submission of further information in relation to energy standards form part of the conditions of the planning approval.

### Crime and Security

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. 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.

### Ecology

The planning application has been accompanied by an ecological appraisal due to the application being vacant and the potential for habitats to have been formed. 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 assessment has confirmed that there are no constraints associated with

redevelopment of the site. Greater Manchester Ecology Unit concurs with the findings of the report. However, they have recommended that Best Construction Practice should be followed throughout the course of any approved works to ensure that there is no pollution of the nearby canal waters. This has been included as an informative on the recommended list below.

In light of the above conclusions, Greater Manchester Ecology Unit has raised no objections to the proposal and therefore the proposal complies with policies EN15 and DM1 of the Core Strategy.

### TV Reception

In support of the application, the applicant has instructed Taylor Bros to undertake a TV Reception Survey to investigate if the development has the potential to impact upon existing viewers' television reception in the surrounding area. A desktop study has been carried out using the plans of the proposal along with maps of the surrounding area and details of local television transmitter broadcast information. A field survey was then carried out at 9 test point locations surrounding the proposed development and television signal test results and relevant information were recorded at each of the test point locations.

The report shows that the introduction of a new building or structure into an area has the potential to cause interference to existing viewers' television reception for both Terrestrial Television Reception and Satellite Television.

For terrestrial reception, the report confirms that the local television aerial direction to the Winter Hill television transmitter is to the northwest. Subsequently, the concerns regarding terrestrial television reception are for viewers located at the southeast, whose television aerial beampath (direction) passes through, or within close proximity to, the proposed development. In the case of the YO! Homes development, the potential impact zone covers a small area to the southeast of the proposed development, and stops at Milliners Wharf. The reason for the small potential impact zone is that the existing buildings at Milliners Wharf, Chips and the Hat Box, are greater in height than the proposed YO! Homes development, so these sites will be unaffected and they will also completely shadow the proposed development from any further properties located to the southeast.

At present, within the potential impact zone, there are no residential properties, but there is a construction site located to the southeast, directly adjacent to the proposed YO! Homes development. If this construction site is to consist of residential properties (eg apartments,) the developer should be made aware of the proposed development, so that the communal television aerial that will serve the apartments can be sited in a position that will remain unaffected by the introduction of the proposed development.

For Satellite reception, the direction for satellite television reception is to the southeast. Subsequently, the concerns regarding satellite television reception are for existing viewers located to the northwest, whose satellite antenna beampath passes through the proposed development's location. The potential impact zone for satellite

television reception covers an area to the northeast of the proposed development. At present there are no residential properties within the potential impact zone.

In terms of mitigation, the report recommends that the developer of the construction site directly adjacent, to the southeast of the proposed development, is notified of the proposed YO! Homes development. This will enable any television aerials that may be installed, either individual or communal, to be sited in a position that will not be impacted upon by the introduction of the proposed development. Therefore, in relation to terrestrial reception, no further mitigation requirements are envisaged. This is also the case in relation to the satellite reception, where no mitigation requirements are envisaged.

It is recommended that a condition of the planning approval is that the development is completed in accordance with the TV reception report submitted.

### Flooding/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.

In April 2015, the Government made changes to the National Planning Policy Framework which made Sustainable Urban Drainage Systems (SuDs) a material consideration in the determination of planning applications for major developments. Policy EN14 also states that developments should seek to minimise the impact on surface water run off in 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, a Surface Water Drainage Plan and indicative layout drawing have been prepared to support the planning application for the proposed development. The report outlines that the proposed development is located on brownfield land, however existing connections and discharge rates to the public sewer network are currently unconfirmed. It is proposed that surface water runoff is discharged to the public combined sewer in Upper Kirby Street at the restricted rate of 5 litres/second, confirmed as acceptable by United Utilities, with attenuation provided within an underground surface water storage tank and the on-site drainage network for all flows in excess of this. Based on the proposed site layout, discharge to the public combined sewer will be via a new connection.

The submitted Drainage Strategy has been considered by the City Council's flood risk management team and United Utilities 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. Therefore, 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.

### Contaminated Land

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Detailed Desk Top Study has been undertaken and submitted to support the application. This concludes that there are a number of Low and Moderate potential pollution linkages that require further investigation and consideration prior to the redevelopment of the site, including the potential gas and contamination risk associated with any made ground underlying the site.

The initial site appraisal report has been considered by Environmental Health. They have concluded that the desk top study is considered to be satisfactory for this development, subject to further investigation works being undertaken prior to the commencement of the development. Therefore 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.

### Inclusive Access

The application has been accompanied by an Accessibility Statement, which outlines that Government circular 01/2006 states that local councils should require applicants to submit an Access Statement showing how the principles of inclusive design have been incorporated into the development and how inclusion will be maintained and managed. The purpose of the Accessibility Statement is to outline the overall approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

The statement confirms that the YO! Home proposal aims to achieve the following with regard to accessible design by maximising access to all parts of the development, its facilities and services for people who are residents, visitors and members of staff regardless of disability. The scheme has been designed to meet requirements of The Building Regulations Approved Document M – Access to and Use of Buildings, 2015, the Wheelchair Accessible Housing Design Guide; the British Standard BS 8300:2009; the Requirements and implications of the Equality Act 2010; and the British Standard BS5588 part 8:1999 Fire Precautions in the design, construction and use of buildings: Code of practice for means of escape for disabled people. The applicants have confirmed that wherever possible, the design team has gone beyond the minimum requirements of Part M (Building Regulations) and the guidance provided in the Approved Document M.

The YO! Home site is bounded by Old Mill Street to the North, Upper Kirby Street to the West, by the Stubbs Mill development to the South and by existing housing to the



East. The principal pedestrian approach will be either via Old Mill Street or from the New Islington tram stop and then Upper Kirby Street where the main building access will be located. Access to the site from any direction will be step free.

The residential accommodation consists of one type of unit which is replicated four times per floor over six floors. All apartments on every floor are accessed via the shared residential entrance lobby, which is accessible directly from Upper Kirby Street at ground level. Because of the construction nature of the apartment units, the floor level of the ground floor residences will be approximately 700mm above the floor level of the entrance lobby. There will be a lift and stepped access to overcome the change in level.

### Construction management

Due to the location of the application site close to existing residential properties, a listed building and other construction sites, it is considered important to assess the potential impacts of the construction process in order to ensure that these are limited as much as possible. Therefore, it is recommended that a construction management condition is imposed on this application.

A Construction Strategy has been submitted to accompany the application, which outlines that modern methods of construction are to be adopted due to the off site modular manufacturing method and the result of this is that site deliveries and site traffic during the day is much reduced. Local disruptions associated with traditional build methods are therefore minimised and site operative numbers are anticipated to be low. The Strategy confirms that the site perimeter will be protected with secure fencing / hoarding, that appropriate signage will be placed advising of construction works and that the site office and appropriate welfare facilities will be installed on site for further presence and advice. Vehicular and pedestrian access / egress arrangements will be monitored by site management and all routes will be kept clear and cleanliness will be maintained with appropriate wheel wash and/or dust suppression methods. All activities / machinery will be assessed for noise levels, and appropriate mitigating measures will be applied if required. Waste will be controlled with identified skips, though again this is much reduced due to off-site manufacture method. There will be minimal material requirements for on-site storage.

The strategy confirms that communication and liaison with the local community will be conducted and that the site hours would typically be Monday to Friday 8.00am to 6.00pm and Saturday 8.00am to 1.00pm, which is in accordance with the hours recommended by Environmental Health. The completed pods would be delivered during off peak times only and it is suggested that the route options and movement orders are agreed with the City Council prior to any pod movement. However, it is suggested that this is provisionally as follows: M60 - A663 - A62 - A6010 - Bradford Road – Old Mill Street. The installation of the pods is by crane directly from the delivery vehicle.

Notwithstanding the submitted strategy, it is confirmed that a full construction phase plan will be developed by the building contractor prior to scheme commencement and this will be submitted for consideration. Therefore, if permission is granted then a

fully detailed Construction Project Management Plan will be submitted for consideration and approval.

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

### Conclusion

The proposal will see the redevelopment of a brownfield site where the site is currently vacant, within the heart of one of Manchester's key regeneration and adjacent to an important Listed Building. A total of 24 unique and innovative residential units will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing private sale accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, ecology, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management.

**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 development where early discussions took place regarding the unique nature of the accommodation, the scale, design and appearance of the development, and car

parking issues. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the long term maintenance of the mechanisms involved in the accommodation 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.

### **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

A-L-101 Rev C  
A-L-102 Rev B  
A-L-103 Rev A  
A-L-104 Rev A  
A-L-105 Rev A  
A-L-106 Rev A  
A-L-200 Rev B  
A-L-201 Rev B  
A-L-202 Rev B  
A-L-203 Rev B  
A-L-204 Rev B  
A-L-205 Rev B

stamped as received by the Local Planning Authority on the 17th May 2016

A-L-001 Rev D  
A-L-002 Rev D  
A-L-100 Rev D

stamped as received by the Local Planning Authority on the 26<sup>th</sup> May 2016

#### Documents

Preliminary Ecological Appraisal by Wardell Armstrong  
Surface Water Drainage Rationale document by Wardell Armstrong  
Façade Design Document  
Acoustic Report by Wardell Armstrong  
Environmental Standards Statement by Wardell Armstrong  
TV Reception Study by Taylor Brothers  
Desk Study Report by Wardell Armstrong, Reference: LE13344, Dated: March 2016  
Waste Proforma  
Crime Impact Statement (Version B) by Design for Security at GMP dated 14th March 2016

stamped as received by the Local Planning Authority on the 24th March 2016

Design and Access Statement completed by Glenn Howell Architects  
stamped as received by the Local Planning Authority on the 17th May 2016

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

3) Based on the principles outlined within the Facade Design Document and the Design and Access Statement completed by Glenn Howells Architects stamped as received by the Local Planning Authority on the 17th May 2016, the development hereby approved shall be constructed in the following materials; Equitone [tectiva] in TE80, Mineral Black, timber supporting frame covered with black EPDM, Equitone Stainless Steel T 20 torx screws with the heads coloured to match the cladding panels, Idealcombi composite aluminium/timber window and door system, metal window surround coloured to match the window frames and other metalwork, glass balustrade, grey metal balustrade coloured to match other metalwork. The development shall then be constructed in accordance with these approved materials.

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

4) The hard and soft landscaping scheme approved by the City Council as local planning authority described within Section 3.8 of the Design and Access Statement and as shown on drawing ref A-L-100 Rev D, stamped as received by the Local Planning Authority on the 17th and 26th May respectively, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

5) a) The development hereby approved shall be completed in accordance with the Desk Study Report by Wardell Armstrong, Reference: LE13344, Dated: March 2016 submitted to the Local Planning Authority on the 17th May 2016. As the Preliminary Risk Assessment has identified risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared

outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

6) a) 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.

b) 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 - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be 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 - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

8) The development hereby approved shall be completed in accordance with the boundary treatment scheme described within Section 3.8 of the Design and Access Statement and as shown on drawings ref A-L-100 Rev D and A-L-203 Rev B , stamped as received by the Local Planning Authority on the 17th and 26th May respectively, which indicate the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development first comes into use. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

9) Based on the principles outlined within Section 3.15 of the Design and Access Statement stamped as received by the Local Planning Authority on the 17th May 2016, prior to the commencement of the development hereby approved, 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;

- o Display of an emergency contact number;
- o Hours of working;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o 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, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

11) Prior to the occupation of any part of the development hereby approved, a fully detailed car parking strategy outlining how the car parking spaces shown on the approved drawings shall be managed, monitored and properly secured, shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The car parking strategy approved shall then be retained and available for use 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).

12) The development hereby approved shall be constructed in accordance with the cycle parking strategy described within Section 3.9 of the Design and Access Statement and as shown on drawings ref A-L-100 Rev D, A-L-101 Rev C, A-L-103 Rev A, A-L-104 Rev A, A-L-105 Rev A, and A-L-106 Rev A, stamped as received by the Local Planning Authority on the 17th and 26th May, in relation to the provision of secure cycle storage for the development. The space and facilities shown on the approved plan shall then be retained and permanently reserved for bicycle parking while the building is occupied.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T2 and DM1 of the Core Strategy.

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

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

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

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

14) Prior to the development hereby approved being first occupied, a swept path analysis for a large refuse vehicle showing that the vehicle can access / egress Upper Kirby Street in forward gear shall be submitted and approved in writing by the City Council as Local Planning Authority. The development shall then be operated in accordance with this approved refuse strategy.

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

15) The development hereby approved shall be completed in accordance with the TV Reception Survey Report completed by Taylor Brothers Installations Ltd dated 17th February 2016 received by the Local Planning Authority on the 24th March 2016 in relation to the assessment of the impact of the development on television signal reception within the potential impact area. The measures identified in the report 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.

16) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by Wardell Armstrong dated March 2016 stamped as received by the City Council, as Local Planning Authority, on the 24th March 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.

17) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police dated 14th March 2016, stamped as received by the City Council, as Local Planning Authority, on the 24th March 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.

18) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy outlined within Section 3.17 of the Design and Access Statement and as shown on the approved site plan numbered ref A-L-100 Rev D, stamped as received by the Local Planning Authority on the 17th and 26th May. The refuse arrangements shall be put in place prior to the first use of the development and remain in situ for as long as the development is in use.

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

19) The development hereby approved shall include a building and site lighting scheme 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.

20) 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.

21) Notwithstanding acoustic report prepared by Wardell Armstrong stamped as received by the City Council, as Local Planning Authority, on the 24th March 2016, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local road network and the surrounding area, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development and thereafter retained and maintained in situ.

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).

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

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

23) This permission does not relate to or give consent for the advertisements/signs as shown on any of the approved plans or documents submitted to the City Council on the 17th May 2016.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies SP1 or DM1 of the Core Strategy.

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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.

### **Informatives**

1) Best Construction Practice should be followed throughout the course of any approved works to ensure that there is no pollution of the nearby canal waters.

### **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: 111605/FO/2016/N2 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:**

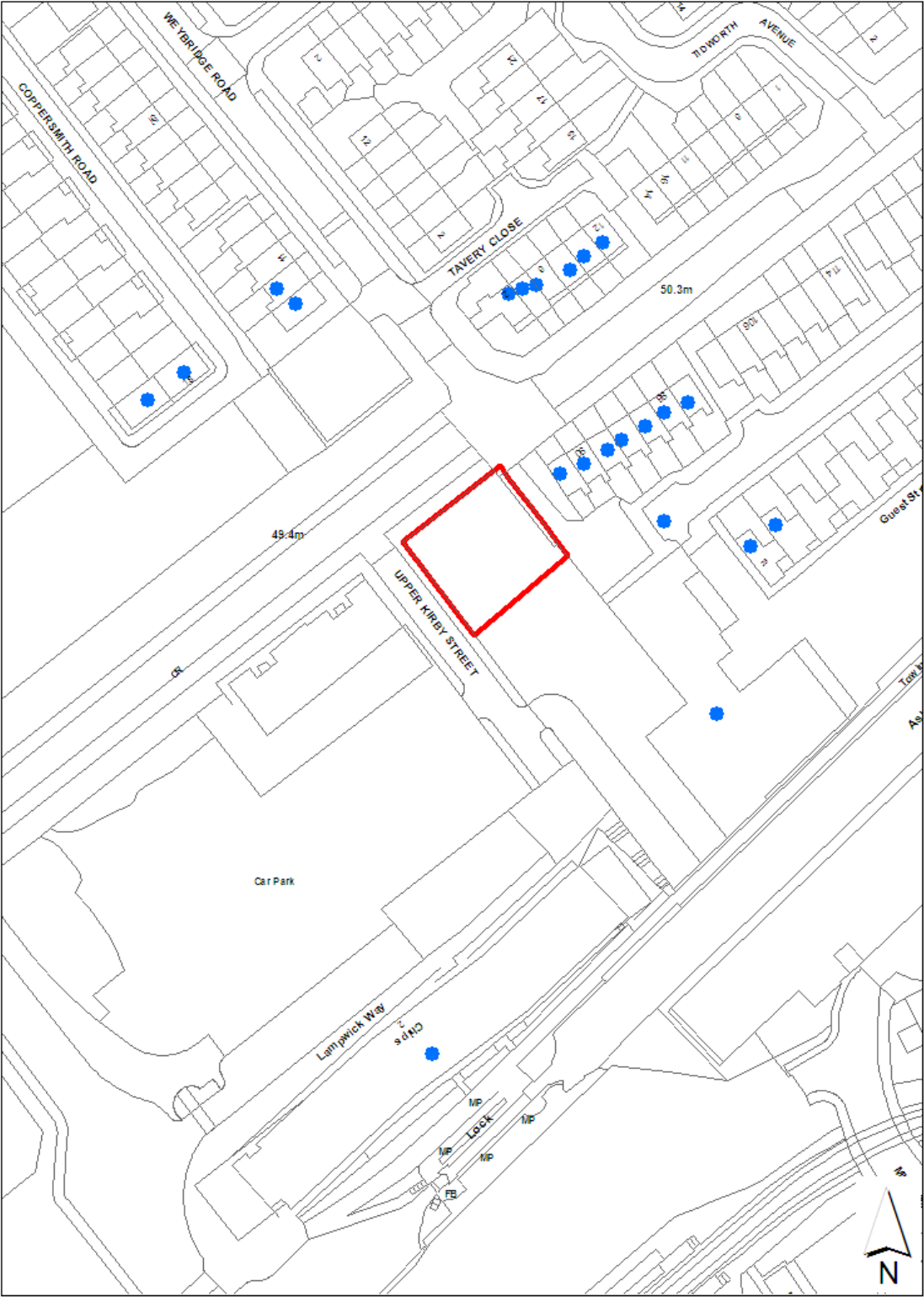
Ancoats Dispensary Trust  
Highway Services  
Environmental Health  
Corporate Property  
Planning Strategy  
MCC Flood Risk Management  
Greater Manchester Police  
Historic England (North West)  
Greater Manchester Ecology Unit

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

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

Apartment 50, 2 Munday Street, Manchester, M4 7BB  
Apartment 145 Milliners wharf, 2 Munday Street, Manchester, M4 7BD  
Apartment 84, Milliners wharf, Manchester, M47bb

**Relevant Contact Officer :** Jeni Regan  
**Telephone number :** 0161 234 4164  
**Email :** j.regan@manchester.gov.uk



Application site boundary    ● Neighbour notification  
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