

Application Number	Date of Appln	Committee Date	Ward
113914/FO/2016	13th Sep 2016	17th Nov 2016	Cheetham Ward

Proposal Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings

Location Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street, Manchester, M4 4EX

Applicant Anglesource Ltd, C/o Agent

Agent Mr James Berggren, HOW Planning, 40 Peter Street, Manchester, M2 5GP

Description

The application site is approximately 0.16 hectares and currently comprises a single storey block of retail and commercial units fronting Cheetham Hill Road together with car parking to the rear accessed off Fernie Street. There is also a single storey industrial building located off Fernie Street which is in a poor state of repair and appears unoccupied.

The topography of the application site is uneven with a sharp change in site levels from Cheetham Hill Road to the west, which is situated much higher, than Fernie Street to the east. The application site is also bounded by Lord Street to the north and the Cheetham Hill Road petrol filling to the south.

The surrounding area is a mixture of residential and commercial developments reflecting the sites position on the City fringe. The site holds a key position along Cheetham Hill Road, which is a major route from the City Centre to the north of the City. The major residential developments in the area are those associated with the Green Quarter which was a major new residential neighbourhood development in the late 2000s. The buildings in the complex vary between 16 and 18 storeys in height. Beyond the Green Quarter, to the north, are the buildings and uses associated with the 'warehouse district'. These buildings are principally in use for whole sale cash and carry purposes associated with the fashion business. The buildings are generally low rise.

Planning permission has recently been granted in 2015 for a 15 storey building on 'plot 7' of the Green Quarter fronting Cheetham Hill Road (the site management suite) to form 146 apartments and 53 car parking spaces (109031/FO/2015).

Beyond the immediate area, to the south of the application site, lies the City Centre including access to the Manchester Arena, Manchester Victoria Train Station and the shops, services and amenities of the City Centre.

The applicant is seeking planning permission for the erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings

Consultations

Local residents/public opinion – Two letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- The proposal will add to the congestion in the local area which will make commuting more difficult than it already is on Cheetham Hill Road and Fernie Street;
- The noise during the construction period will cause disamenity to local residents. Will there be restrictions on the times that can work?
- The development will block the view and the sun to the occupants of Jefferson Place;

A representation has also been received neither supporting or objecting to the application but had the following comments to make:

- A box junction should be introduced on Lord Street and the junction of Fernie Street;
- Double yellow lines should be introduced on both side of Lord Street between Cheetham Hill Road and Fernie Street;
- There should be double yellow lines on both sides of Fernie Street for the full length of Fernie Street.

A letter has also been received from one of the tenants of the commercial units currently on the application site. The comments can be summarised as follows:

- The landlord has not informed any of the tenants about the plans to demolish the existing buildings on the site. This will affect business and ability to attract clients plus all the money went into starting this business and therefore the cost of starting again will make this prohibitive.

Comments have also been received from St Chads Church and can be summarised as follows:

- This development will block the view of the Church looking along Cheetham Hill Road from the City Centre. The building is a historic landmark dating back to 1847;
- The church tower in particular can be observed from distance which will be lost as a result of this development and thus affecting this cultural landmark;
- The existing Green Quarter development affects the amount of natural light upon the church and its gardens. This development will make the situation worse;
- This development will exacerbate existing parking problems in the local area;
- The height of the development should be re-evaluated and reduced.

Highway Services – It is accepted that the proposed development is unlikely to result in significant additional traffic demand at the site during peak periods, as demonstrated in the supporting Transport Statement. Although assessment indicate that the number of daily trips may be relatively high, the region of 250 arrivals/departures (each way), it is accepted that the assessment presents a robust case and such trips are expected to be significantly lower in reflection of the existing land uses, limited parking provision, the accessibility of the site and the implementation of a full travel plan.

Highways agree that the proposed development is unlikely to give rise to a significant increase in local trips and is therefore unlikely to give rise to associated network operation/safety issues. Comments received from TfGM concur with this approach.

The transport statement has demonstrated that the site is located within a highly accessible location, with various public transport serviced located within a reasonable distance. The local area is also supported by a good network of street lit footways, pedestrian crossings facilities and cycle routed/infrastructure.

The proposals include a total of 67 car parking spaces, equating to a provision of 35%. In consideration of the sustainable location of the site, Highways consider this level of provision to be acceptable.

A total of 10 motorcycle parking spaces will be provided, with 8 at basement level and two at sub basement level. This is an acceptable level of provision. Parking provision will be split over two levels with access between both parking levels enabled by two way internal ramps. The applicant should demonstrate that such access ramp widths and gradients have been constructed to current design standards.

Vehicular access to the parking area will be provided from Fernie Street. It was initially unclear whether the existing dropped kerb crossing which currently provides access to a car park will be maintained or altered to provide access to the proposed car park. The applicant has provided clarification in this regard.

It is noted that access into the car park will be permitted by a roller shutter. Further detail is required regarding access/shutter operations. However, it is noted that the shutter will be set back from the highway and would offer a suitable 'stacking' area for cars waiting to gain entry into the car park. It is also recommended that the applicant provides a swept path plan at the access to demonstrate that two way movement of cars can be accommodated together with appropriate vehicular and pedestrian visibility splays. This swept path has been provided to the satisfaction of Highway Services.

The originally proposed information stated that 156 cycle spaces were to be provided at the sub-basement level, access via the car park/Fernie Street access, with direct from the cycle store to the main lobby. This equated to 81% provision based on the number of residential units. However, as the majority of the dwellings will provide more than one bedroom, and in consideration the relatively low level of car parking, it was recommended the cycle parking provision was increased close to 100%. The

cycle parking has now been increased to 192 cycle spaces i.e. 100% provision which is acceptable.

A bin store will be provided at basement level, which will serve the residential units. Level access onto Fernie Street will be provided, where servicing is proposed to take place. However, loading restrictions are in place within the vicinity of the bin store access along Fernie Street and so clarification is required as to where servicing would actually take place with consideration of the gradient of Fernie Street. It should also be ensured that bins are not left out on the footway for servicing, and are transported directly from the bin store to the refuse collection vehicles.

The upper levels of the building will overhang the forecourt area/footway below and therefore an over sail license will be required. It should be ensured that the overhang provides a minimum headway clearance of 2.3 metres, with at least 450mm clearance from the edge of carriageway. The applicant has confirmed that this distance is maintained.

A construction management plan shall be provided to ensure that there are no unacceptable impacts on the local highway network from construction.

A full travel plan shall be prepared following 6 months of occupation.

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

The operating hours of the commercial unit shall be considered further.

With regards to the acoustic insulation of the commercial unit, the report submitted by the applicant has been considered. Further details will need to be prepared in respect of this matter once the end user of the unit is known in or that the specification can be considered further.

In terms of the acoustic insulation of the residential properties, further consideration needs to be given to the entertainment noise from the Manchester Arena which may require further consideration to the glazing system for the residential apartments, particularly those at height. The building is to be provided with a mechanical ventilation. Once the design develops, confirmation will be required to confirm that the recommended system will be adopted into the development. An assessment of potential noise from risers within the building will be required that may be housing kitchen extract equipment. Details of noise control will be required such as insulation performance of the material surrounding the risers.

Further details of the plant equipment will need to be provided once the design for these elements have been progressed further.

The waste strategy submitted with the application has been assessed and additional bins will be required for the residential pulpable and mixed use receptacles. The calculations show that 9.6 containers will be requires by only 9 have been proposed. the container should be rounded up to 10 and the refuse store will need to be amended to reflect this. Details of the collection frequency for the commercial waste

will need to be included as the number of containers proposed seems very low for the retail units, particularly food waste containers for the A3 use. Details of how the number of containers was identified will be required.

Greater Manchester Ecology Unit – There is an ecology assessment submitted with the planning application including a bat survey of the site. The survey found the site to be of limited ecological value and found no evidence of current or historic roosting bats. The proposals should therefore have no ecological impact.

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

Environment Agency – No objection to the proposal. The site is located in an area of glacial clay overlying the Chester Pebble beds principal aquifer. The nearest watercourse is the River Irk located 190 m south of the site.

The site has been subject to a variety of development types including industrial land use. The report has identified the potential for contaminants to present on the site and recommended intrusive investigation including groundwater sampling in order to assess the risk to the principal aquifer.

Surface water quality does not appear to be at risk due to all local drainage being combined sewers. Therefore, there are no surface water drains which could be discharging to the local watercourse which could act as potential pathways. Site investigations should be undertaken at the application site.

Design for Security at Greater Manchester Police – The applicant has prepared a Crime Impact Statement. Overall the development appears acceptable in relation to security, however, the following matters have been identified as potential weaknesses:

- Ground floor French windows. Either the patio doors to the 3 number potentially accessible/vulnerable ground floor balconies along the Lord Street frontage should be removed from the scheme (and replaced with windows) or the external balconies should be securely enclosed to prevent unauthorised access from the street;
- Amenity space – the private landscaped amenity space to the rear of the building must be enclosed with access controlled/restricted;
- Access controls – secure access controls are essential into/around the building, including to the main communal entrance off Ceetham Hill Road, the vehicular entrance off Fernie Street and access off the basement parking levels

Other matters

Publicity - The proposal, by virtue of the size of the site and floor space created, has been classified as a small scale major development. In addition, the proposal has been the subject of an environmental impact statement. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest and subject of an Environmental Impact Assessment (EIA). 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.

Due to the nature of the proposal ("Urban Development Projects") and the characteristics of the development site (as identified within Schedule 2), it was determined that an Environmental Impact Assessment was required.

The applicant has accompanied the planning application with an Environmental Statement (ES). This statement considers the following issues from both the construction and operational aspects of the development:

- Townscape and visual impact;
- Wind;
- Residential amenity; and

The application has been advertised accordingly and the environmental impact of the development has been considered and set out below.

Policy

The Development Plan

The Development Plan consists of:

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

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

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

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

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 North 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 onto to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and well being of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC3 '*The Regional Centre*' states that housing will be 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 EC4 '*North Manchester*' states that significant existing employment and economic development is found in Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution.

Although the application site falls within an employment area it is considered that the application site also forms part of the Green Quarter masterplan area where high quality residential development are encouraged. The application site is one of the final sites to be developed in the area and will provide a high quality development on the gateway to the City Centre.

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

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

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

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

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

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

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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.

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

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

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

Policy H3 '*North Manchester*' states that over the lifetime of the Core Strategy, the area will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst) or district centres as part of mixed use schemes. The application site falls within the Strangeways area of the Regional Centre.

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

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private rental accommodation 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 EN2 '*Tall Buildings*' states that proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality;
- Are appropriately located;
- Contribute positively to sustainability;
- Contribute positively to place making by terminating a view;
- Will bring regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

The proposal is considered to be a high quality development that will have a positive impact on views into the City and the regeneration of the 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 CO₂ emissions and rising fossil fuel prices, through the following actions:

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

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

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

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

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

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

The proposal is considered to offer a high quality landscaping scheme that will complement the adjacent canal and enhance the biodiversity of the local area.

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.

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

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

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further details are required in this regard to ensure that appropriate mitigation is put in place.

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:-

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

- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

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

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

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

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

Policy CC10 states that the Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses (notably wholesale cash and carry and bulk distributive trades), by environmental improvements and better parking and servicing. Permission will be granted for the redevelopment of buildings or sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Plan.

Policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new

developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

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

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

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

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

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

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

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

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

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Draft Manchester Residential Quality Guidance (July 2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Indeed the strategic plan states that the growth of the City Centre *"has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy"*

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

The City Centre plan particularly recognises the role that New Islington can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas within the City Centre boundary it will allow for better

linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

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

Manchester Strategy (January 2016)

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

North Manchester Strategic Regeneration Framework

The aims of the North Strategic Regeneration Framework (SRF) are to bring stability to the North Manchester housing market. The strategy notes that a wide choice of housing in terms of quality, tenure and affordability, which meets the current and future aspirations of existing and proposed residents is required.

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:

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

Paragraph 59 goes on to state that:

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

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

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

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:

Noise states that ‘Local planning authorities’ should take account of the acoustic environment and in doing so consider:

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

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

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area,

special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

Principle of the redevelopment of the site and contribution to regeneration

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice. There is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012) along with being located within the expanded City Centre boundary as defined by the City Centre Strategic Plan. Policy SP1 states that areas such as the application site will be the focus for economic and commercial development, retail, leisure and cultural activity along side high quality city living. Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

It is acknowledged that the application site forms part of the warehouse district, to which saved policy CC10 of the UDP and policy EN4 of the Core Strategy relates. However, it is not considered that the application site functions are part of this core area, rather the proposal is part of the wider masterplan area for the Green Quarter. As such, it is not considered there will be a loss of important employment land in this regard and offers the opportunity to provide a high quality residential development in line with City Council objectives within policy SP1.

The Green Quarter is a thriving City Centre neighbourhood with many of the residential building being developed in the late 2000s. The area is strategically important in terms of its position on the edge of the City Centre with the City Centre Strategic Plan highlighting the importance of these fringe area as part of helping to support City Centre growth and linking the growth of the City Centre to the fringes and beyond.

In order to meet the objectives of these policies, this proposal seeks to create 192 residential units. As a result, this development will contribute to delivering 20% of new residential development in North Manchester (Policy H3).

Policy H1 also seeks to ensure good quality family housing. Whilst this specific proposal will be a private rental scheme (PRS), the proposal does offer the opportunity to provide 16 three bedroom apartments and 128 two bedroom apartment. This type of accommodation could be attractive to families particularly given their sizes.

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

A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1, H4 and EC3 of the Core Strategy and redevelop one of the final areas of undeveloped land within the Green Quarter area.

Regeneration

Policies SP1 and EC1 seek to support developments in the City which consider the needs of all the community and their wellbeing along with contributing to economic growth. This includes demonstrating the employment generating potential of developments for local people and promoting good health and community cohesion. Such an approach is a key consideration within the NPPF which outlines the Governments desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

In order to secure wide ranging benefits form the development, it is recommended that a condition of the planning approval is that a local labour agreement is agreed in order to secure jobs for local residents as part of the development. This approach is welcomed by North Manchester Regeneration Team.

Material planning considerations

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

- Affordable housing;
- Visual amenity;
- Impact on the historic environment;
- Archaeology;
- Ecology;
- Effect of the development on the local environment and existing residents
- Effect of the development on the proposed residents
- Landscaping and amenity space /boundary treatment/public realm
- Impact on the highway network/car parking
- Flood risk/surface water;
- Sustainability;
- Designing out crime;
- Ground conditions; and

- Construction management.

The above matters will be considered in turn below.

Affordable Housing

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

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

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

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

The proposal will consist of properties that will be available through the private rental system (PRS). As such, it is considered the proposal would meet an existing housing need in this part of the City particularly as there is an adequate supply of socially rented accommodation. The need, in this instance, and to comply with policy, is for high quality privately rented accommodation for young professionals and families.

Furthermore, in order to achieve a high quality development, in terms of design, materials, space standards and amenity space this raises issues of viability of the overall scheme. The applicant has provided a viability appraisal for the development. This has been assessed by the City Council and it demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered.

A high quality PRS scheme in this key regeneration area will assist in diversifying the housing market in this area which is predominately socially rented or privately owned.

Furthermore, this proposal will bring substantial regeneration benefits to the area by developing an under used site which no longer contribute to the vitality and viability of the area.

On this basis, the proposal is in accordance with the Council's approved guidance in relation to affordable housing. This type of accommodation which, as noted, will diversify the housing offer.

Residential development - density/type/accommodation standards

The proposal will provide 192 residential units within the development. This represents a development of 1157 units per hectare. Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. Whilst this development is considered to represent a dense form of development, it is considered appropriate given the character of the area given its location on the City Centre fringe.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Recently, the City Council's Executive adopted interim space standards for new accommodation to ensure that a minimum standard of accommodation is created across the City. This is also now become embodied within the draft residential design guide.

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

- one bed apartments – 47 (25%) between 48 sqm and 50 sqm;
- two bed apartments – 128 (67%) between 70 sqm and 82 sqm;
- three bed apartments – 16 (8%) between 86 sqm and 110 sqm;
- Four bed apartment – 1 (151 sqm)

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

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

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

It is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy. Consideration will be given below to how this

level of density fits within its context to ensure compliance with the Guide to Development in Manchester SPD and the neighbourhood framework.

Commercial development

The proposal will provide a commercial unit on the ground floor of the building along Cheetham Hill Road. The floor space for the unit will be 172 sqm and the applicant has applied for uses falling within A1, A2, A3 and B1.

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

The application site is not identified within the list of defined centres outlined within policy C1. The nearest centre is the City Centre which is a short walk from the application site.

Policy C9 states that development of town centre uses in locations which are outside of a centre identified in policy C1 (or a strategic location identified for such uses) will be inappropriate unless it can meet the criteria in the policy. This includes demonstrating that there are no sequentially preferable sites or any unacceptable impacts on a defined centre. The supporting text to this policy states that developments of below 650 sqm will generally be of local significance only.

This proposal seeks to create 172 sqm of commercial floor space. As such, it is considered that the impacts of the floor space will only impact on the local area and not any nearby defined centre. As such, it is not necessary to undertake any form of sequential test.

In this instance, it is considered that this quantum of floor space is acceptable in this location, in order to support an active ground floor use for the development. It is also noted that this proposal seeks to replace 5 existing shops and it is noted that there are other ground floor commercial uses along this section of Cheetham Hill Road. As such, the creation of the commercial unit in this location has been fully assessed against national and local policy.

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

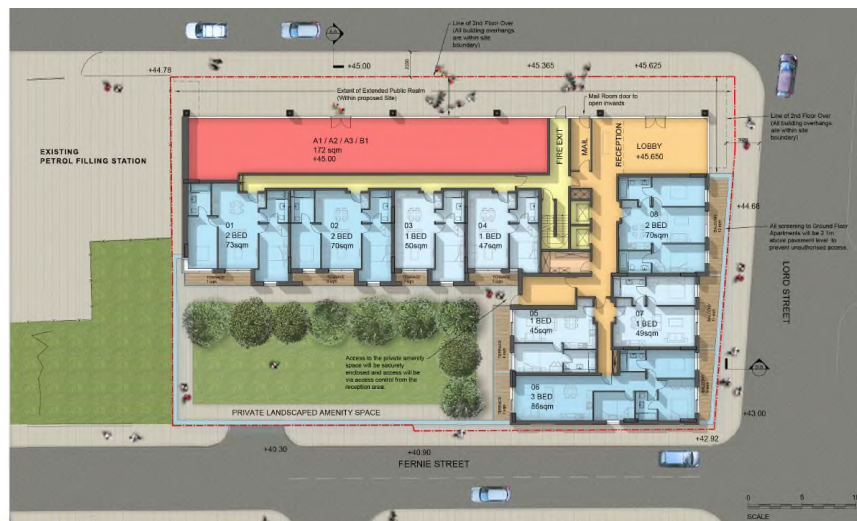
Whilst the development is not within an established parade or centre, it is considered that having an offer of this nature is very important to support this mixed use development and adds to the vitality and viability of the development. The use also provides the opportunity to provide an amenity offer for the residential occupants of the development.

The applicant has also applied for uses B1 and A2 uses. This would provide the opportunity to provide a small office or financial institution to occupy the premises. This is considered acceptable as it will still provide the opportunity to provide an active frontage Cheetham Hill Road.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene (including main road routes) and other important features of sites. In addition, saved policy E3.3 of the UDP states that the City Council will upgrade the appearance of major roads routes by encouraging developments of the highest quality.

The building is arranged in a 'L' shape with its main body defining the western edge of the site to Cheetham Hill Road. The return on to Lord Street allowing the building to respond to this arrangement and create a corner feature to the building.



Proposed layout of the development

With the building creating a strong edge to Cheetham Hill Road, the applicant has introduced a commercial unit to the ground floor together with an entrance lobby for residents. This will provide an active frontage to the street level. The upper floors of the development will comprise the residential accommodation.

A 67 space car park will be located within a basement and sub basement area. The car park will be accessed from Fernie Street via a secure entrance. The lower basement area will provide 21 of the car parking spaces together with a secure cycle storage area and plant room. A ramp will then be provided up to the other level of car parking where a further 46 spaces will be provided. This will also contain the refuse area which will have an access directly on to Fernie Street.

In terms of the scale of the development, the Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments

and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status.

The proposal will form a part 16, part 14 storey building measuring 55.8 to 47.8 in height along Cheetham Hill Road and 52 metres to 49 metres along Fernie Street (site levels along Fernie Street are lower than Cheetham Hill Road).

It is acknowledged that creating a tall building of this nature of the site will mark a contrast from the current modest buildings which occupy the application site. As such, the appropriateness of a building of this scale requires consideration together with any associated impacts on residential amenity.

The applicant's context analysis has determined that the existing buildings of the Green Quarter should inform what is appropriate at the application site. The applicant has also taken into account the recently approved 15 storey building that was granted on plot 7 also along Cheetham Hill Road.

The Green Quarter complex is characterised by a variety of building heights. The Park Inn to the south of the site is 7 storeys in height (24 metres in height) whilst the nearest existing residential block, Jefferson Place, is 51 metres in height. The scale of the proposed block at plot 7 is between 35.4 and 51.2 metres thus allowing for a gradual staggering of building heights in order to respond to the Park Inn building. The height of the plot 7 building has also been set at 48 metres to the rear so it is just lower than Jefferson Place.



Street scene showing the proposed development in the context of St Chads, proposed development at plot 7, Park Inn, office building and Green Quarter developments in the background

It is considered that the scale of the development, whilst acknowledging that it will create a dominant feature, has responded appropriately to the mixture of building heights in its context the result of which creates a striking development along Cheetham Hill Road whilst reducing in scale and massing to Fernie Street in order to respond to the close proximity of Jefferson Place.

Indeed, the section of the proposed development to Fernie Street is only two storeys taller than Britton House at 15 storeys with the building height rising further to Cheetham Hill Road. In order to minimise the impact of the proposed development

to Britton House and Jefferson Place, there is a stepping back of the built form at level 15 by 7.2 metres at which point the building height rises to Cheetham Hill Road.

Notwithstanding the concerns about the scale of the development by local residents and the impact on blocks such as Britton House and Jefferson Place, it should be noted that in locations such as the application site, the grain of development is such that buildings, of differing scale, are often tightly packed together reflecting the location of the City fringe. It is not uncommon for development to be sited in close proximity thus reducing the available light and sense of space enjoyed by less urban areas.

Whilst there will be close relationship to Britton Place (9 metres), it should be noted that it was always expected that the site would be developed as part of the ongoing regeneration of the area. As detailed above, the applicant has sought to minimise the impact on the surrounding area by minimising how much of the building is sited along the Fernie Street elevation along with staggering building heights to minimise the scale and massing of the development on this apartment block. This will also help minimise any unduly harmful impacts as a result of overshadowing and overbearing.

In terms of the appearance and materiality of new developments, 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. In addition, policy EN2 states that tall buildings should complement the City and make a positive contribution to the sky line.

The façade of the building has taken a simple approach to its use of materials and the manner in which they are arranged. The resulting effect is a striking addition to the street scene with a strong vertical and horizontal emphasis.

The building will be clad in a sandstone material. In order to respond to the differing height elements of the building, a polished black rainscreen will be positioned through the centre of the building to Cheetham Hill Road. The Lord Street elevation of the building will be clad in a metallic finish. Depth will be provided to this elevation through inset balconies and windows will be formed in regular horizontal and vertical pattern with aluminium frames to provide interest. Inset balconies will also be provided to the other elevations of the building to provide interest and depth.



Visual of the proposed development – corner of Cheetham Hill Road and Lord Street

The ground floor to Cheetham Hill Road will be predominately glazing providing a continuous frontage to the commercial unit and lobby area. The lobby itself will be set with dark frames to provide a distinctive entrance to the residential accommodation.

The 16 storey element of the development (on the corner of Fernie Street and Cheetham Hill Road) will have a distinctive angle to the roof to emphasis that this is the tallest element to the building. The lower sections of the building will be flat and complement the scale of surrounding developments.



Elevation to Cheetham Hill Road –west elevation



Elevation to Fernie Street – east elevation

The choice of materials will ensure a distinctive, high quality building is created. This will mark a contrast to the predominately render/clad systems found at the Green Quarter and will reference the sandstone that is used on the historical buildings in the area. Given the currently vacant nature of the application site, it is considered that the proposed development will provide an welcomed addition to the street scene and remove poor quality buildings that currently occupy a prominent frontage to Cheetham Hill Road.

It is considered that the proposal complies with the spirit of polices EN1 and EN2 in that the siting, layout, scale and appearance of the development is of a high quality, contributes positively to the regeneration of the local area. It is recommended that a condition of the planning approval are that the materials are agreed to ensure that they are of an appropriate quality.

In addition the applicant has carried out a landscape and visual impact assessment as part of the consideration of the application with regards to EIA. A total of 21 view points have been considered with regards what impact the development will have. The assessment concluded that there would be no townscape and visual impacts as a result of the development with the assessment concluding that there would be benefits associated with the replacement of the existing low quality buildings with the proposed development representing a high quality addition to the area with its high architectural design.

As detailed above, there will be some loss of visual amenity for the occupants of the other developments in the Green Quarter as a result of the 16 storey building and these impacts have been classified as moderate adverse effects.

With regards to any cumulative impacts, the assessment considered that there would be positive benefits to the townscape pattern as a result of the two developments, particularly on Cheetham Hill Road.

Impact on the historic environment

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

The application site is not located in a Conservation Area, however, the nearest Listed Building is the Church of St Chads which has Grade II listed status. The building is located 75 metres north of the application site on the same side of Cheetham Hill Road. The Church was built between 1846 and 1847 and functions as a Roman Catholic Church.

The building is of a Gothic revival style and is characterised by its sandstone brick work and distinctive spire. The building is therefore considered to be architecturally significant but is also considered to be socially and culturally significant as an example of places of worship of this era.

In terms of the impact of the proposal on the Listed Building, it is acknowledged that the proposed development will be seen in the same context as the Listed Building, particularly long ranging views of the building when looking towards Cheetham Hill Road from the City Centre and looking towards the City Centre from Cheetham Hill Road. The context/views analysis undertaken by the applicant indicates that there will be a obscuring on the Church, from certain angles, when looking towards Cheetham Hill Road. When looking towards the City Centre the church and its spire will be seen in the same context as the proposed development with only the spire being taller than the proposed development.

Whilst there will be a degree of harm as a result of a development of this scale and the long ranging views of the Listed Building, it should be noted that the proposed development is in line with other developments on the Green Quarter complex which can also can been seen in the same context of the Listed Building from long distance. These existing buildings on the Green Quarter complex are of similar scale to the Listed Building and therefore the degree to which the proposed development will cause any unduly harmful impacts on the setting of the building is minimised.

Notwithstanding the impact of the development on the long ranging views of the building, it should be acknowledged that the immediate setting of the church will largely be preserved given the distance of the proposed development from the Listed Building. As such, there will be a physical gap between the two buildings thus preserving views of the building from the opposite side of Cheetham Hill Road and when viewed from a westerly direction.

The predominant material for the proposed development is sandstone. This will provide some contextual link with the Listed Building which is also constructed from sandstone thus ensuring that quality and finish of the development does not complete with or contrast too sharply with the Listed Building.

It should also be noted that the current condition of the application site, with its low quality buildings and partially vacant nature, provides a low quality setting to the

Listed Building and therefore the redevelopment of this site provides an opportunity to improve the setting of the Listed Building.

The impact is therefore considered to be '*less than substantial*' as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the overall scale of the development, and its relationship to the historic environment, certain long ranging views of the Listed Building will become more difficult to understand but this is not considered to be unduly harmful to warrant refusal of this planning application.

It is considered that the proposed development suitably mitigates against this low level harm that will arise through the public benefits that will be derived from the elimination of a poor quality site along a prominent road route into the City Centre. Indeed, the proposed building provides the opportunity to create a new landmark building and high quality environment around the Listed Building.

The siting of the building and the site layout responds positively to the road frontage thus contributing towards the creation of a sense of place. Furthermore, a distinctive form of high quality architecture will be created at the application site with the use of high quality materials which will respond positively to the area. The street scene will be enlivened with an active frontage.

As such, it is considered that the proposed building complies with paragraph 131 of the NPPF in that the proposal will make a positive contribution to area and the historic environment by enhancing and sustaining its significance along with making a positive contribution to the character of the area by promoting a development which is distinctive. Indeed, it is considered that the proposal actually makes a positive contribution to the setting of the Listed Building, though the elimination of a vacant site with a building which helps to define the street scene, thereby better revealing its significance (as directed by paragraph 137 of the NPPF).

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

Archaeology

A desk based archaeology statement has been prepared in support of this planning application. The application site has been used for a variety of previous uses most notably terrace housing to Fernie Street and commercial uses to Cheetham Hill Road. These remains are of local significance. The assessment concludes that any archaeological remains may have already been destroyed when the more modern buildings were erected on this site. However, should any well preserved remains of the more significant heritage assets be found then it is considered that there is merit to record them.

Policies EN3 and DM1 of the Core Strategy requires that the new developments should take account of heritage assets and possible preservation. Extant policy

DC20 of the UDP states that where remains cannot be kept in place proper recording shall be made.

It is recommended that a condition of the planning approval is that archaeological evaluation through trial trenching takes place. Should this locate well preserved archaeology then the areas of interest will be opened and recorded through further controlled archaeological excavation.

Ecology

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

The report concludes that there are no statutory designations located within 2 km of the application site and as such there will be no impact on statutory designated sites. There is a site of biological importance (SBI) identified with 2 km of the site such as the Rochdale Canal, however, given the distance from this site there will be no associated impacts.

In terms of the impact on existing habitats, the report acknowledges the existing condition of the site which comprises hardstanding and buildings which are in varying conditions. There is also no vegetation present at the site.

The ecology report has considered the sites potential for breeding birds and bats. It has concluded that the buildings have low potential to support birds and roosting bats with the site having very limited ecological value.

On the basis of the above it is not considered that any additional survey work is required with Greater Manchester Ecology Unit concurring with the findings of the ecology report in that the site is of low ecological value and that appropriate mitigation can be put in place with regards to improving the overall ecological value of the site through the landscaping proposals. It is therefore considered that the proposal complies with policy EN15 of the Core Strategy.

Effect of the development on the local environment and existing residents

- a) Sunlight, daylight, overshadowing and overlooking

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

It is acknowledged that the application site is currently vacant and therefore it is inevitable that constructing a building at the application site, in an existing urban environment, will affect the daylight and sunlight of adjoining properties to varying degrees. As such, the applicant has given consideration to the matter of daylight and

sunlight through an appropriate assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

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

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

There is also a 'no sky line (NSL) method which assesses the measures of the distribution of daylight where the use of the room is not known. An NSL of at least 80% would be considered satisfactory.

The applicant has submitted a daylight and sunlight assessment as part of their Environmental Statement in support of their planning application. The report has considered the impact of the proposed development on the following residential buildings:

- Jefferson Place;
- Britton House;
- Barton Place; and
- Melia House.

A total of 1429 windows, serving 622 rooms within the above four buildings, have been assessed for impacts on daylight and 378 windows for sunlight within the above buildings with the exception of Barton House.

With regards to daylight, out of the 1428 windows assessed, 938 (66%) meet the BRE criteria for VSC whereas 507 (82%) out of 622 rooms assessed meet the BRE criteria for NSL. The effects are predominately 'minor adverse' in nature and therefore are not considered to be significant. Britton House was assessed to experience a moderate adverse effect. However, the use of the rooms assessed are unknown and there is a possibility that some of the rooms are non-habitable. Given the small scale of these effects and the context of the site it is not considered that the effects are unduly harmful and would warrant refusal of this planning application.

In terms of sunlight, out of the 378 windows assessed, 355 (94%) meet the BRE criteria for both the winter and annual, annual probable sunlight hours (APSH). The effects identified are therefore considered to be negligible to minor adverse in nature and therefore not considered to be significant or unduly harmful to residential amenity.

The Environmental Statement has also considered the cumulative impacts of the proposed development, and the development at plot 7 (planning permission 109031), and the impact on the windows above. In terms of daylight, in the cumulative scenario out of the 1429 windows assessed, 631 (44%) will meet the BRE criteria for

VSC and out of the 622 rooms assessed, 429 (70%) will meet the BRE guidelines for NSL.

The report concludes that there will be a minor to moderate adverse cumulative impact on Jefferson Place and a moderate adverse cumulative impact on Britton House.

With regards to cumulative sunlight impacts, of the 378 windows assessed, 279 (74%) will meet the BRE criteria for both annual and winter APSH. The report considered that there was no cumulative impact on Melia House and Hornbeam Way whilst there would be a minor adverse cumulative impact on Jefferson Place with the cumulative impacts on Britton House being unchanged.

With regards to the impact on block 7 itself, the survey assessed a total of 106 windows for 81 rooms within this proposed building for the proposed developments impact on daylight. The report concluded that 98 (92%) of the 106 windows assessed will meet the BRE guidelines and therefore the impacts are considered to be negligible. In terms of NSL, 77 (95%) of the rooms assessed will meet the BRE guidelines and therefore the effects are considered to be negligible. With regards to sunlight, 44 of the windows were assessed and it was concluded that all the windows would meet the BRE guidelines for APSH or experience insignificant alteration in sunlight.

With regards to overlooking and outlook, it is considered that the outlook from the surrounding developments mentioned above will change as a result of the development. Britton House is considered to be most affected by loss of outlook out of the surrounding developments. The proposed development will be separated from Britton House by 9.5 metres. There are balconies, living room and bedroom windows overlooking the eastern elevation of the proposed development. Whilst the separation distance between the two buildings is narrow, overlooking has been minimised by there only being a series of bedroom windows where the development is at its closest to Britton House. The majority of the habitable windows for the apartments on this side of the building are on the south and north elevations.

The eastern elevation (along the back of the 'L' shape) then sets into the site increasing the privacy distance to 21.5 metres to Jefferson Place and Britton House. This part of the eastern elevation does contain habitable windows and balconies; however, it is not considered that there will be any overlooking given the privacy distances involved.

With regards to the north elevation i.e. the elevation facing the petrol filling station and plot 7, windows have again been minimised through the use of ceramic tiles and only a small section of glazing to the corners for interest. This will ensure that there will be no overlooking which would preclude any development in the future should the petrol filling station also be redeveloped. This will also ensure that there will be no disamenity arising from the activities associated with the petrol station on the occupants of the development.

It is considered that the proposed development will sit in close proximity to the existing residential blocks associated with the Green Quarter (particularly Britton

House and Jefferson Place). This close relationship will give rise to some modest overshadowing and overbearing impacts, particularly on Britton House.

In addition, the erection of the 15 storey development at plot 7 will give rise to some modest cumulative impacts, in terms of daylight and sunlight availability, on a number of windows within the buildings which sit in close proximity to the application site. However, it is not considered that these impacts, given the character of the Green Quarter development where development blocks are situated in close proximity to one another, the effects are unduly harmful to residential amenity.

In terms of loss of privacy, it is noted that the distance to Britton House, at its narrowest, will mean the development will be close to the habitable windows on this development. However, the development has been designed to minimise the introduction of windows to elevations where the privacy distance is narrow to prevent any overlooking and loss of privacy.

b) TV reception

A TV reception survey has been carried by the applicant to determine the impact of the development on the local TV reception. The study has sought to establish the impact on the surrounding terrestrial and satellite television from the addition of a tall building at the application site.

The report concluded that there will no impact on analogue due to the digital switchover. In terms of digital terrestrial television, from the modelling undertaken, together with an analysis of current local reception conditions, the proposed development is not expected to have any adverse effect upon the reception of digital terrestrial television. Coverage in the study area is currently good and the proposed development is unlikely to alter reception conditions.

In terms of digital Satellite Television, due to the location of the proposed development, the orientation of the incoming satellite signals and the locations of local satellite signal receive antennas, the proposed development is unlikely to impact the reception of digital satellite television signals.

It is considered, based on the evidence within the report, that the proposed development will have a neutral effect upon the reception of television broadcast services for existing residents. However, in order to verify this, given the overall scale of the building, it is recommended that a post construction survey is undertaken to determine whether any mitigation is required once the development is complete.

c) Air quality

The applicant has undertaken an air quality assessment in support of their planning application. Whilst the report acknowledges that there will be an increase in emissions in and around the application site as a consequence of increase traffic, the overall effects on existing and proposed residents of the development are considered to be negligible and therefore not of a significant nature to warrant and mitigation. The proposal is therefore considered to comply with policy EN16 of the Core Strategy.

d) Wind environment

The Environmental Statement, which has been submitted as part of this planning application, has given consideration to the change in the wind environment as a consequence of the development.

The assessment has determined that the prevailing winds come from the south throughout the year, with secondary north westerly winds in the summer months. Currently, the existing site wind microclimate at ground level is generally acceptable for standing use during the windiest season and sitting during the summer months.

As a result of the proposed development, the ground level wind micro climate is expected to be acceptable for pedestrians. In instances of strong winds, these are expected to be on main thoroughfares which will ensure that this is unlikely to cause a nuisance to pedestrians.

The design of the proposed entrances to the development are expected create acceptable conditions. In addition, ground level amenity spaces will be appropriate for use with landscaping assisting in creating calm conditions. With regards to the roof terraces, these are expected to be suitable for standing particularly when in primary use in the summer months.

In terms of any cumulative effects, the report acknowledges the recently consented scheme also along Cheetham Hill Road. The report concludes that there will be no cumulative effects in this regard with any effects being judged to be negligible.

The report concludes that the microclimate in and around the proposed development will be acceptable for it intended use and will ensure there is a comfortable and safe environment in and around the development for sitting, standing or leisure walking.

Effect of the development on the proposed residents

a) acoustic insulation – residential and commercial accommodation

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

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

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

In terms of noise and disturbance from the construction process, the applicant has indicated that the construction process will take place weekdays 07:30 to 18:00 and Saturdays 08:00 to 14:00 with no operations on Sundays.

The noise report concludes that there will be an increase in ambient noise levels during the construction period such impacts are considered to be temporary in nature.

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

The report recognises that vibrations will arise from the piling process which could impact on nearby residential properties, particularly those which are closest to the site. It is unclear at this stage what type of piling method will be employed, however, the report indicates that provided that regular communication is made with residents, this will help minimise what will be a short term, temporary impact from the piling works.

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

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise will be from road traffic and close proximity to the activities of the City Centre, particularly the Arena. Given the location along Cheetham Hill Road it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources. The building has been provided with a mechanical ventilation system which will allow for natural cooling and ventilation within the apartments without having to open windows which will increase the noise levels.

Environmental Health have considered the contents of the report and have concluded that further assessment needs to be carried out to determine the impacts associated with the close proximity to the Arena. In addition, they have requested further details on the specification of the ventilation system and the potential impact from the risers within the building. This will allow a final specification to be devised in respect of the glazing and façade treatment.

It is therefore recommended that a condition of the planning approval are that the additional modelling is carried out in respect of the Arena which can then inform the final acoustic specification of the building.

The specification of the commercial accommodation also requires consideration in order to prevent any outbreak from this accommodation to the residential above. Environmental Health have requested further acoustic data and specification of the

floor separating the commercial from the first floor residential accommodation to ensure that it is adequate enough to ensure that no unduly harmful impacts will arise in this regard. As such, it is recommended that this forms a condition of the planning approval.

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

b) Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

The waste strategy for the residential element of the building has been carefully considered. It has been calculated that the following refuse capacity is required

- General waste – 20 x 1100 litres;
- Pulpable recycling – 10 x 1100 litres;
- Mixed recycling – 10 x 1100 litres; and
- Organic waste – 4 x 240 litres.

In respect of the commercial element of the development, the waste requirements are considered to be as follows:

- General waste – 1 x 1100 litres;
- Pulpable recycling – 2 x 240 litres;
- Mixed recycling – 1 x 240 litres; and
- Organic waste – 1x 240 litres.

The main waste storage facility is located within the lower basement level with space within each individual apartment for small scale waste segregation. There will be direct lift access to the waste storage facility from every floor of the building to allow residents to deposit their waste.

On collection day, the refuse storage area will have doors which open on to Fernie Street where the refuse can be emptied into collection lorries.

Environmental Health have stated that the refuse arrangements are acceptable for the residential element of the scheme. However, they have asked that once an end user for the commercial unit is known, the waste requirements are re-assessed particularly if the unit is to be occupied by a cafe. It is recommended that these matters form a condition of the planning approval are that such details are implemented prior to the first occupation of the residential and commercial elements of the scheme.

Overall it is considered that the waste management arrangements are a well considered part of the development. The arrangements 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. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

c) Fume extraction

Should the commercial unit be occupied by an A3 end user a fume extraction system will be required. The applicant has submitted a ventilation statement in support of their planning application. As the end user is not yet known, it is not clear what form of ventilation will be required for the A3 use. Should the use be operated by a restaurant, the a more powerful system will be required which the applicant confirmed cannot be incorporated into the fabric of the building at this stage. There is concern, therefore, retro fitting of a fume extraction system for this type of use could result in a system which would have to be mounted externally to the property. It is considered that this would detract from the high quality appearance of the building.,

As such, the applicant has agreed to the commercial unit only be occupied by a café in order that a more modest system can be put in place. It is recommended that this forms part of the conditions of the planning approval.

d) Accessibility

The proposal is considered to provide accessible accommodation. There is lift access to all the floors including basement areas and refuse storage. Given the accommodation meets the prescribed space standards, there will be sufficient turning space for those in a wheel chair and ability to adapt bathroom accommodation accordingly.

Landscaping and amenity space /boundary treatment/public realm

Due to the nature of the built form on the site there is limited opportunity for hard and soft landscaping. There will be some opportunities, along Cheetham Hill Road and Fernie Street, to improve the pedestrian environment with hard standing to ensure an inviting space for residents and visitors to use.

In terms of amenity space, the majority of the apartments within the development will have an external balcony area. There will also be private roof terraces for the apartments overlooking any section of flat roof where the building steps back at the upper stories. There is an additional area of residential amenity space located off the lobby at the ground level with Cheetham Hill Road which will include landscaping and seating for residents. In addition, there is also a communal amenity area for residents on the roof of the car park. There is direct access from the lobby of the residential building and will allow a spacious area for residents to sit out.

It should also be noted that residents of this development will have access to the amenity areas that have been created at the heart of the Green Quarter.

Impact on the highway network/car parking

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

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services. Indeed, it should be noted that the nearest tram and train station is located at Manchester Victoria Train Station which is approximately 700 metres south west of the application site. The pedestrian environment to reach the station is safe with footways and dedicated crossing directly from the application site. Along this route are also bus stops which provide connections across the City.

Highway Services have considered the application site an 'excellent' location in terms of public transport and given that residents will be able to walk into the heart of the City Centre in less than 10 minutes it is considered a highly sustainable location for people to live.

In terms of determining the appropriate level of car parking for a development of this nature, it is acknowledged that the application site falls within the expanded City Centre where large scale, dense developments are expected in order to meet population growth.

Policy T2 of the Core Strategy states that developments in the City Centre, which the application site falls within, 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.

This proposal seeks to provide 67 car parking spaces within the ground floor of the development accessed off Old Mill Street. This equates to 35% provision for the occupants of the development. As this proposal is a PRS scheme, occupants of the development will lease a car parking space as part of their rental agreement. As such, choosing to have a car in this location becomes a lifestyle choice rather than a necessity and given the overall sustainability of the location allows residents to take advantage of the range of amenities and work opportunities within walking or accessible by public transport without the need to have access to a car.

The applicants approach to car parking provision is consistent with the draft residential guide which recommends that City Centre developments within a 800 metre walk of a public transport node should aim to provide parking between 30-40%. The application site is within 700 metres of a train station and tram stop and therefore the 35% car parking provision is consistent with this approach for City Centre developments of this nature. Whilst it is noted that this document is only at its consultation stage, it is clear that current thinking requires that a more balanced approach to on site car parking should be taken, particularly where there is access to

other forms of public transport. Therefore weight should be given to this document in determining the appropriateness of the car parking provision.

In order to take advantage of the sustainable location of the application site, the applicant has prepared a comprehensive travel plan framework which seeks to promote alternative modes of travel from the application site. This includes providing residents with the appropriate information which can then inform their travel choices from the application site.

By not providing a high level of car parking at the application site there will be a reinforcement of the travel plan and help support travel choices for prospective occupants.

It should also be noted that the travel plan will seek to promote the use of car sharing and car club schemes and there are a high number of locations across the City Centre where there are cars available for hire. The closest car club space to the application site is located on High Street which is approximately 850 metres walk from the application site.

Highway Services believe that the car parking ratios for this development are appropriate and is consistent with the car parking ratio approved recently for the other Green Quarter development on Cheetham Hill Road which is 36%.

The dimensions of the car parking spaces meet the standards required by Highway Services and there is a 6 metre manoeuvring area between the spaces.

In terms of capacity of the local highway network to accommodate the level of traffic from the development, Highway Services have determined that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network. There will be in the region of 250 arrivals/departures from the development which is acceptable to Highway Services and is unlikely to give use to an network operational/safety issues.

The vehicular access will be provided into the site off Fernie Street which will lead to the lower basement car parking area. In order to facilitate the means of access, alterations to the highway network will be required which will form part of the conditions of the planning approval.

In order to support the sustainable location of the application site, and the modal shift away from using a car, a total of 192 secure cycle spaces will be created. This has been increased during the course of the application from 156. This equates to 100% provision per apartment and 54% per bedroom (355 bedrooms in total across the development). It is welcomed that the applicant has increased the total number of cycle spaces for the development to 100% per apartment which will ensure that this becomes a viable ways for residents to travel rather than using the car. These cycle spaces will be secure within the basement area which will ensure they are as attractive as possible for residents to use.

It is considered that the proposal is consistent with the draft residential development guide which states that where there is reduced car parking provision, cycle parking

must be in excess of 50%. The proposal is consistent with the draft guidance in that 100% cycle parking is provided.

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

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

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

Flood Risk/surface drainage

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

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

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

Sustainability and energy efficiency

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As

the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

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

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

The applicant has provided an energy and environmental standards statement in respect of their planning application. This states that the building will be heated using a mechanical extract heat recovery system with integrated air source heat pumps and hot water generation. This provides an efficient mixed mode ventilation solution which harnesses passive natural ventilation via the façade in summer with active system preventing heat loss in winter.

Energy use will be further reduced via the use of low energy lighting and energy efficient controls to the residential area and other spaces.

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

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

The applicant has provided details of the energy efficiency, particularly how the development incorporates water management and water resilience measures, waste and construction management and biodiversity. In terms of energy efficiency, the proposed development will maximise energy efficiency and will incorporate low zero carbon generating technologies which will seek to minimise energy use and associated CO2 emissions. This development will aim to achieve 37.65% improvement over Building Regulations.

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

Designing out crime

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

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

The report goes on to state that the principal entrance to the building is located in a prominent position and will be capable of being seen from the public realm. The car parking area is secure through an access control system.

Design for Security have also made a series of recommendations which include providing further protection to the ground floor apartments along Lord Street and the amenity area to Fernie Street. During the course of the planning application the applicant has made amendments to the scheme which include the provision of a 2.1 metre high screening to the apartments of Lord Street and additional protect to the amenity areas.

It is recommended that a condition of the planning approval are that the development achieves Secured by Design accreditation in order that all the security measures outlined within the CIS are implemented and maintained.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

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

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

Demolition and Construction management

Given the low rise nature of the existing buildings at the application site, there will be a modest amount of demolition works that will need to take place prior to the construction of the development. Once the demolition works are complete construction will then take place.

It is noted that given the close proximity of the application site to existing residential properties, there will be some short term but predictable impacts on existing residential amenity for the duration of the demolition and construction period. It is also noted, that there will be cumulative impacts if the development at plot 7 is constructed at the same time.

In order to minimise such impacts, it is recommended that a condition of the planning approval be that a construction management plan be submitted to ensure that there are no detrimental impacts from the demolition and construction process. This shall include details of the site compound, car parking, routing strategy, delivery entrances, wheel washing and dust suppression methods. This will ensure that the development will not have any unacceptable impacts on surrounding residential amenity.

Public opinion

The applicant has undertaken their own pre-consultation exercise with local residents and interested parties prior to the submission of their planning application. This took the form of a public exhibition outlining the proposals together with an information leaflet. A total of 6 comments were received as part of this process.

The comments related to the amount of on site car parking, that the proposed building was too high and should be lower to 12 storeys, concerns about noise, traffic and general disturbance and finally that there was no need for additional apartments.

The comments received as part of the application process also include the impact of the development on surrounding developments in terms of loss of a view and sunlight together with the need to make junction improvement works to Fernie Street, Lord Street and Cheetham Hill Road.

An occupant of the existing businesses has also objected due to the loss of their business together with St Chads Church concerned about the impact on the historic church and the natural light the church receives.

It is considered that the scale of the development is appropriate for its context and responds positively to the surrounding developments at the Green Quarter and provides a high quality addition to Cheetham Hill Road.

Careful consideration has been given to the impact of the development on the local highway network and it is not considered that that the development will have a material impact on the congestion of the local highway network. Highway Services have not recommended that any measures need to be put in place to improve the Fernie Street, Lord Street and Cheetham Hill Road junctions. With regards to car

parking, it is considered that an appropriate balance has been struck in terms of the need to provide adequate car parking for the development whilst taking advantage of the sustainable location and close proximity of the City Centre. This is entirely in accordance with the guidance contained within policy T2 of the Core Strategy and the draft residential guide.

With regards to the impact on St Chads, it is noted that there will be an obscuring of some of the views of the building, most notably when looking along Cheetham Hill Road from the City Centre. However, the setting of the Church will largely be preserved given the separation distance from the application site.

The proposed development will result in the loss of existing commercial uses from the application site. These are small scale units together with a redundant warehouse. Whilst these uses will be displaced as a result of the development, it is considered that the redevelopment of the site provides the opportunity to complete the Green Quarter complex and bring further high quality residential uses to the local area.

Conclusion

The proposal will contribute positively to the regeneration of the local area with a high quality residential development. High quality and well sized apartments will provide a range of housing choice within the private rental market. The architecture of the building will include the use of a robust palette of materials which will provide a landmark addition along Cheetham Hill Road and mark the entrance to the City Centre. In addition, careful consideration has been given to the balance between the need to provide car parking whilst taking advantage of the public transport options in the area.

Consideration has been given to the impact of the development on the historic environment, particularly the nearby Listed Building. The proposal will not give rise to any unacceptable impacts on the local highway network and matters of waste, car parking and sustainability are all well considered.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider

benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with scoping the Environmental Statement. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the highways, noise and designing out crime. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

7475/L(00)142 Rev Q, 7475/L(00)254D, 7475/L(00)199H and 7475/L(00)256D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016

7475/L(00)263A, 7475/L(00)262B, 7475/L(00)261B, 7475/L(00)260B, 7475/L(00)259B, 7475/L(00)258B, 7475/L(00)257B, 7475/L(00)255B, 7475/I(00)249, 7475/I(00)248, 7475/I(00)247, 7475/L(00)237B, 7475/L(00)208C, 7475/L(00)206C, 7475/L(00)204E, 7475/L(00)203G, 7475/L(00)202G and 7475/L(00)105 Rev H stamped as received by the City Council, as Local Planning Authority, on the 13 September 2016

Supporting documents

Email from James Berggren dated 27 October 2016 and Waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016

Design and access statement prepared by Leach Rhodes Walker (ref. 7475-L(00)222A), Supporting Planning Statement prepared by HOW Planning, Statement of community involvement, Preliminary Ecology Appraisal prepared by UES (ref. UES01625/01), Archaeology and Heritage Desk Based Assessment prepared by Oxford Archaeology North (ref. 2015-16/1724), Transport Statement prepared by Curtins (ref. TPMA1422/TA), Interim Travel Plan prepared by Curtins (ref. TPMA1422/F/ITP), SAP appraisal/energy statement prepared by Crooks Walker Consulting (ref. 1277 R001 Rev 1), Environmental Standards Statement prepared by Sustainable Assessment Limited, Baseline Television signal survey and television reception impact assessment prepared by GTech Surveys limits, Crime Impact Statement prepared by Design for Security at Greater Manchester Police (ref.2016/0384/CIS/01), Air Quality Assessment prepared by Royal Haskoning DHV (REF. pb5849/I&BR001D01) and Environmental Statement prepared by HOW Planning stamped as received by the City Council, as Local Planning Authority, on the 13 September 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) Notwithstanding the detailed drainage strategy prepared by Curtins (ref. B058241.001/DS) stamped as received by the City Council, as Local Planning Authority on the 13 September 2016 and the email from James Berggren dated 3 November 2016, prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority.

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

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

4) Notwithstanding the phase 1 detailed desk top study prepared by Curtins (ref. B060280/RB/6461) stamped as received by the City Council, as Local Planning Authority, on the 13 September 2016, a) before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

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

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

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

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

6) Prior to the commencement of the development, details of a local labour agreement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented as part of the

development. Within two months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

7) No development shall take place until a scheme has been submitted for approval in writing by the City Council, as Local Planning Authority, for the implementation of a programme of archaeological works. The works shall then be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

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

- targeted archaeological excavation and recording
- a targeted historic building survey
- a targeted archaeological watching brief

2. A programme for post investigation assessment to include:

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

3. Deposition of the final report with the Greater Manchester Historic Environment Record and dissemination of the results commensurate with their significance.

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

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

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 and DM1 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and in accordance with NPPF Section 12, Paragraph 141.

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

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

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

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

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

10) Notwithstanding drawing, 7475-L(00)256D and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016, prior to the first occupation of the development details a hard and soft landscaping treatment and public realm scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) The development hereby approved shall be carried out in accordance with the Environmental Standards statement and SAP appraisal/energy statement prepared by Sustainable Assessment Limited and Crookes Walker Consulting respectively stamped as received by the City Council, as Local Planning Authority, on the 13 September 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.

12) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for

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

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

13) Notwithstanding Environmental Noise Study prepared by Fisher Acoustics (ref. PR0556-REP01B-MPF) stamped as received by the City Council, as Local Planning Authority, on the 13 September 2016, prior to the first occupation of the commercial units as indicated on drawing 7475-L(00)256D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016, a scheme of acoustic treatment along with a noise study shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the premises,

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

14) Notwithstanding noise assessment within the Environmental Noise Study prepared by Fisher Acoustics (ref. PR0556-REP01B-MPF) stamped as received by the City Council, as Local Planning Authority, on the 13 September 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 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).

15) The residential element of the development hereby approved shall be carried out in accordance with the waste management strategy and drawing 7475-L(00)142 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016. The refuse arrangements shall be put in place prior to the first occupation of the residential element 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.

16) Notwithstanding the waste management strategy and drawing 7475-L(00)142 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016, prior to the first use of the commercial unit, as indicated on drawing 7475-L(00)256D stamped as received by the City Council, as Local Planning

Authority, on the 27 October 2016, details of the location and waste management arrangements shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the commercial premises 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.

17) Prior to the first occupation the commercial unit as indicated on 7475-L(00)256D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted 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.

19) 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.

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

Monday to Saturday 07:30 to 20:00

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

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

21) The commercial premises hereby approved (including external seating areas), as indicated on 7475-L(00)256D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016 shall not be open outside the following hours:-

Monday to Saturday	08.00hrs – 23.00hrs
Sundays	09.00hrs – 23.00hrs

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

22) The commercial premises, as indicated on drawing 7475-L(00)256D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016 can be occupied as A1, A2, A3 (Café use only) or B1 . The first use the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

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

?????23) (Management condition!!) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 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) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

Notwithstanding the Residential Management Strategy, prepared by Manchester Life, stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016, prior to the first use of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted

for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

24) The development shall be carried out in accordance with the Crime Impact Statement (Version B-2016/0384/CIS/01) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 September 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.

25) The development hereby approved shall be carried out in accordance with the Interim Travel plan framework prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 13 September 2016.

In this condition a Travel Plan means a document which includes:

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

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

26) Prior to the first use of the building, 192 cycle stands/racks as shown on drawing 7475-L(00)254D stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016 shall be implemented and shall be retained and maintained in situ for as long as the development remains in use.

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

27) Prior to the first use of the development hereby approved, the car parking layout, as indicated on drawings 7475-L(00)254D and 7475/L(00)142 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 October 2016 shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

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

28) Notwithstanding the baseline Television signal survey & Television Reception Impact assessment prepared by GTech Surveys Ltd stamped as received by the City Council, as Local Planning Authority, on the 13 September 2016, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

29) Prior to the any above ground works, details of the servicing strategy for the commercial and residential elements of the scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the location of the location of the servicing area together with any alterations to the local highways network. The approved details shall be implemented prior to the first occupation and first use of the commercial unit.

Reason – In the interest of pedestrian and highway safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

30) Should the commercial unit hereby approved, as indicated on drawing 7475-L(00)256D stamped as received by the City Council, as Local Planning Authority, on

the 27 October 2016, by an A3 café, details of the fume extraction system shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and thereafter retained and maintained in situ.

Reason – To ensure an adequate fume extraction system is put in place in the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

Informative

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- Drainage
 - Existing runoff rates should be based on existing drainage and not the Modified Rational Method;
 - Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates;
 - Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements) but is contained within the development (i.e. does not contribute to flood risk down gradient from the development. The capacity of inlet structures has to be assessed so that during flash flood storm events, their location and capacity is adequate to convey runoff towards the attenuation on site;
 - Hydraulic calculation of the proposed drainage system for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change events;
 - Construction details of flow control and SuDS elements.

- If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:
- Plant shall be designed so as to achieve a noise level of 5dB below the existing background (L_{A90}) in each octave band at the nearest noise sensitive location.
- Where entertainment noise is propped, the L_{Aeq} (entertainment noise) shall be controlled to 10 dB below the $LA90$ (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63 HZ and 125 HZ octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 46 dB and 41 dB respectively.
- Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

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

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

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: 113914/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
National Planning Casework 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:

16.02 Jefferson Place, Manchester, M44BT
St Chads Church Cheetham Hill Road Manchester M8 8GG
86 Cheetham Hill Road Manchester M4 4EX
1502 Jefferson Place, Fernie Street, Manchester, M4 4BT
jefferson place, 1 fernie street, manchester, M44BL

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



 Application site boundary  Neighbour notification
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