

Application Number	Date of Appln	Committee Date	Ward
113955/FO/2016	4th Oct 2016	15th Dec 2016	Bradford Ward

Proposal Erection of 4 storey building to form 10 apartments (Class C3) together with associated landscaping, parking and boundary treatment following the demolition of the former All Souls Rectory

Location All Souls Rectory, Every Street, Manchester, M4 7DQ

Applicant Mr E Bejko , 44 Bowness Crescent, London, SW15 3QL

Agent Ms Julie Greatbatch, Jennings Design Associates, The Warehouse, Saxon Street, Denton, M34 3DS

Description

The application site relates to a two-storey building with attached single storey garage and associated front, side and rear garden areas.

The building which is now temporarily let and occupied as a 4 bedroom house is a former rectory (All Souls Rectory) previously, but no longer, associated with the neighbouring former church.

The site is bounded by roads on all 4 sides, with the building's primary face fronting Every Street, Ancoats.



In terms of its immediate surroundings, the site is neighboured by two-storey, terraced dwellinghouses to the east (rear) along Caterham Street and Tutbury Street, a detached part single, part two storey residential property to the west fronting Every

Street and to the north by the former All Souls Church which is Grade II listed. Opposite the site on the other side of Every Street is a grass embankment which is heavily treed, beyond which is a row of single and two storey dwellinghouses.

The wider area is predominantly residential in character, including the southern end of Every Street which has become developed with recent 3 and 4 storey apartment blocks.

The site is also situated within the East Manchester Regeneration Area and is within a reasonable walking distance of the city centre, situated a short distance to the south.

In this case, planning permission is sought for the erection of 4 storey apartment block with associated car parking and landscaping following demolition of the existing building.

The proposed development comprises of 8 x 2 bedroom apartments and 2 x 3 bedroom apartments together with 6 surface level, off-road car parking spaces, cycle storage, landscaping and boundary treatment.

Consultations

Local Residents/Occupiers – 4 letters of objection have been received. Comments are summarised below:

- No more flats are needed in the area. There is nowhere to park and no extra facilities i.e schools, doctors and shops.
- Overspill parking will exacerbate existing on-street parking problems on Every Street and at the top of Tutbury Street.
- The proposed flats will lead to overlooking as they will be higher than the neighbouring residential properties.
- The development would lead to dust, noise and muddy roads if the apartments are built, which will affect peoples' health.

Highway Services – The site is considered accessible by public transport via bus services on Every Street and New Islington Metrolink stop which is located nearby. The site also enjoys good walking and cycling provisions.

It is noted that adopted highway extends to the back of footway along Every Street, Caterham Street and Tutbury Street. Tutbury Street and Caterham Street are included in the Medlock Valley Controlled Parking Zone which is operational on event days.

The following comments are also made:

Access

It is recommended that dropped kerbs and tactile paving are provided across the vehicle access. It is noted that there is a high level of on-street parking on both sides of Every Street. To ensure that sight lines are maintained, it is recommended that suitable TROs are introduced adjacent to the access.

The proposed works to the adopted highway (including any TROs) will be required to be undertaken through via a s.278 highway agreement.

Car Parking

The development has 6 off-street parking spaces, representing 60% car parking provision and is considered acceptable in principle.

Traffic Impact

The addition of the 10 apartments and the associated trips to and from the proposed development do not raise any highway safety or capacity concerns and the proposals are therefore acceptable in principle.

The transport statement also includes details of Personal Injury Accident (PIA) data for the highway network adjacent to the site for the most recent 60 months. The information provided indicates that there is no existing highway safety issue that would be exacerbated by the proposed development.

Cycle Parking

A cycle store is shown within the car park. Cycle storage is proposed for 12 bicycles, representing 120% provision. This allocation is considered appropriate.

Servicing

The proposed bin storage is considered appropriate. It is proposed that servicing and refuse collection will occur from the kerbside of Every Street. This arrangement is considered appropriate.

Other Issues

It is recommended that a construction management plan be in place prior to demolition or construction works.

Environmental Health – No objection. Conditions are recommended with respect to acoustic insulation, refuse storage, air quality and contaminated land.

Greater Manchester Ecology Unit – The property to be demolished has at least some features that could support bats and is close to good bat feeding habitats.

However, the bat surveys have been carried out by suitably qualified consultants and to appropriate standards. There is no reason to disagree with the survey results, which found no bats to be roosting in the property. There is therefore no objection to the application on ecological grounds.

United Utilities – Conditions are recommended in relation to foul and surface water drainage.

Other matters

Consultation & Publicity

The proposal, by virtue its size of the site and floor space created has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice was also displayed at application site and notification letters have been sent to neighbouring, nearby residential occupiers.

Policy

Local Development Framework

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

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

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

The following policies within the Core Strategy are considered relevant:

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

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

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

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

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. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

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

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

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.

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

Policy H8 (Affordable Housing) - states affordable housing contributions will be considered for sites of 0.3 hectares and 15 units or more. In this case, the development will not provide provision for affordable housing and will provide private accommodation for sale as part of diversifying the area and offering housing choice.

Policy EN1 (Design Principle and Strategic Character Areas) relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

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

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic

generated by the development, as well as emissions created by the use of the development itself.

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

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

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

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

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

Policy 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.

Policy DC19 (Listed Buildings) seeks to preserve and enhance the settings of listed building by appropriate control over the design of new development in their vicinity.

Policy DC26 (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.

East Manchester Strategic Regeneration Framework (2008-2018)

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

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

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.

In terms of car parking the draft residential guide recommends that City Centre developments are within a 800 metre walk of a public transport node and should aim to provide parking between 30-40% ratio. Whilst outside, but immediately adjoining the extended City Centre area, the development is within an 800 metre walk of the New Islington Metrolink stop.

City Centre Strategic Plan 2015-2018 (March 2016)

On 2nd 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. Whilst the application falls outside this the boundary, the site immediately adjoins the New Islington framework area.

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 around 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.

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

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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).

Paragraphs 11, 12, 13 and 14 of the NPPF outlines 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.

Paragraph 8 of the NPPF states that these roles should not be undertaken in isolation:

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

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

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

Section 7 ‘outlines the Governments expectations in respect of new developments:

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

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

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

Paragraph 59 goes on to state that:

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

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

Paragraph 65 states further 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 of the NPPF 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.

Paragraph 132 refers to heritage assets and states 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.

Paragraph 134 states further that 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.

National Planning Policy Guidance (March 2014)

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

The relevant sections of the NPPG in this case are as follows:

Conserving the historic environment considers how proposals can avoid or minimise harm to the significance of a heritage asset. This states that a clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals which avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help to identify constraints and opportunities arising from

the asset at an early stage. Such studies can reveal alternative development options, for example more sensitive designs or different orientations, that will deliver public benefits in a more sustainable and appropriate way.

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations.;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

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

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

Issues

Principle

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

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

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

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

This approach is supported by the Regional Centre policy within the Core Strategy, policy EC3, which states that high density housing will be appropriate in the Regional Centre, particularly where it complements employment generating uses. This high density approach for the Regional Centre is also reiterated within policy H4 which seeks to achieve 30% of new residential development (approximately 18,280 new homes) in East Manchester.

Policy H1 also seeks to ensure good quality family housing and whilst this specific proposal will be for apartments, the proposal does offer the opportunity to provide a couple of three bedroom apartments, along with spacious 2 bedroom apartments. This type of accommodation could be attractive to families and first time buyers alike.

Policies SP1 and H1 also seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

The proposal is considered to represent an appropriate design which takes account of its environmental context, nearby residential occupiers and its position which could be set to affect the setting of a Grade II listed building.

The proposal is also situated within the regional centre and marginally outside the extended city centre boundary as defined by the City Centre Strategic Plan 2015-2018 (March 2016). Due to its position much of the criteria is applicable and it is recognised that areas such as around New Islington are vital in terms of delivering upon the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly underlines the role that New Islington and adjoining areas can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. This 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

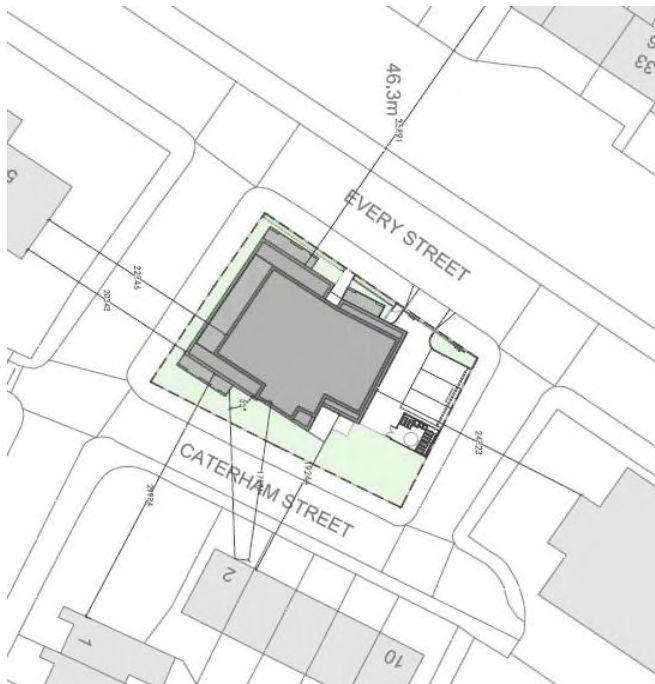
Given the above, the proposal is considered to accord with the policy framework set out within the report, though consideration should also be given to the specific design issues and the impact of the proposal upon its surroundings and adjoining occupiers. These issues are explored in more detail below.

Site Layout

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

In this case, the building has been designed to provide a principal frontage to Every Street so to maintain the continuity of the street-scene. The proposed block is laid out to respect existing building lines as far as possible, but has been set back slightly from the main frontage so as not to impede the northerly vista along Every Street of the neighbouring Grade II listed, former church.

The proposed development maximises the potential of the site, but includes a landscaping setting and incorporates a partially covered parking area to the side of the building which not only limits views of surface level car parking, but also allows for secure, covered, under-croft cycle storage to be provided. Similarly, the bin storage area is sited away from the main frontage to limit any impact on the street-scene, but is sited to allow for ease of access for prospective occupiers.



The building itself incorporates habitable rooms and balconies to the front of the building to enliven the appearance of the building. However, at the rear of the site along Caterham Street, where privacy distances are lower, living rooms are placed and terraces orientated to prevent any direct or undue overlooking.

In terms of access, the car park is accessed directly from a single point off the main frontage of Every Street. This diminishes any impact upon street-scene and also residential occupiers at the rear who could otherwise suffer as a consequence of increased vehicular movements and any associated noise and disturbance. Internally, each of the ground floor apartments are accessible by wheelchair.

Internally, the proposed apartments are in line with the spirit of the Council's space standards and those within the Draft Manchester Residential Quality Guidance (July 2016), with the development incorporating 10 units comprising of the following:

- 8 x 2 bedroom apartments (62 sqm)
- 2 x 3 bedroom duplex apartments (78 sqm)

Policy H1 of the Core Strategy refers to residential density and states that high density developments (over 75 units per hectare) is appropriate in both the City Centre and parts of the Regional Centre given its accessible location.

Whilst it could be argued that the site may be appropriate for higher density development due to its fringe location outside of the extended city centre boundary as defined by the City Centre Strategic Plan 2015-2018 (March 2016), the proposed development falls considerably below the high density threshold at 59 units per hectare. The development could therefore be described as a medium to high density and therefore suitable for an urban location.

Taking account of the above, it is believed the proposed development has been laid out both internally and externally to a satisfactory standard and in accordance with relevant policy and guidance.

Design, Scale and Appearance

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

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

Policy EN3 of the Core Strategy is also relevant in this instance due to the position of the site adjacent to a Grade II listed building and state that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings.



The proposed building has been arranged over 4 storeys, with the top floor much smaller and set in from the floors below to reduce the overall mass of the building.

Whilst much taller than the domestic scale building to which it seeks to replace, the proposed building is lower in height and proportionally lesser in mass than the neighbouring church.

Adequate privacy distances between neighbouring buildings and opposing street frontages have been allowed for and due to the generous width of Every Street, accentuated by the landscaped verge opposite, the size of the building in comparison to the neighbouring residential properties does not sit uncomfortably in the street-scene. Moreover, as the facades of the proposed building have been broken down into smaller elements by balconies, brick detailing and glazing, it is felt that the

overall mass of the building is decreased, which allows for the building to assimilate satisfactorily into the streetscape without being intrusive or over-dominant.

In terms of appearance, the applicant has adopted a contemporary, high quality approach, strongly influenced by the local context. Notably, the more recent apartment led development to Every Street a little further to the south. The building also pays due diligence to the neighbouring church and incorporates balcony columns to continue the vertical rhythm of the church façade. Habitable rooms, balcony areas and landscaping also enliven street and allow for natural surveillance.

Externally, the use of materials have been chosen to complement but contrast with the neighbouring church and surrounding context through the use of Staffordshire slate blue brick, dark grey UPVC windows and glass balustrades.

In essence, it is considered that the proposed development will make a substantial addition to the street-scene and will provide a high quality façade to the street frontages which will assimilate sympathetically into the street-scene, whilst respecting the setting of the neighbouring listed church and contributing to the ongoing regeneration of the area.

Heritage

S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, 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'.

Policy EN3 of the Core Strategy, along with paragraph 132 of the NPPF likewise refer to the need for the consideration to be given to the impact of new developments on heritage assets, whilst saved Policy DC19.1 seeks to preserve and enhance the setting of listed buildings by appropriate control over the design of new development in their vicinity.

The National Planning Policy Framework states at paragraph 132 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.

Paragraph 134 states further that 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.

This policy, guidance and legislation is applicable in this case as the application site neighbours the former Church of All Souls - a Grade II listed building which at one

time had a connection with the existing rectory building which forms the basis of this application.

Whilst the rectory itself is not listed and the application site and church are no longer in use for their original purpose and no longer have a relationship with each other, consideration does need to be taken as to the impact upon the setting of the listed church.

The application has been accompanied by a Heritage Assessment which charts the history of the church and notes that the building built between 1839 and 1840 was designed by William Hayley in a Romanesque (or Norman) style and is similar in type to many other churches built in the same period within the Ancoats area.

The assessment notes further that the church is known as a 'Commissioners Church' or more colloquially as a 'Waterloo Church'. Such churches were built across the UK with money released as a result of the Church Building Act of 1818 which was drawn up in acknowledgement of the changing populations and concentrations on urban areas as result of the industrial revolution, which lead to a mismatch between the population of an area and the pastoral services provided by the church.

In addition, added impetus on drawing up the Act arose from the defeat of Napoleon at the Battle of Waterloo and so the nationwide building project was to be viewed as a means of giving thanks and commemorating the victory.

Whilst the church holds some aesthetic significance due to its Romanesque architectural style and because the external features are largely intact, the principal significance of the church perhaps relates to its historical significance, rather than its architectural significance.

The setting of the church is characterised by residential development on all sides and no other heritage assets designated or otherwise are within the immediate vicinity.

Although the application site forms part of the setting for the listed church, the proposed development does not physically affect the listed building and the application site itself which is not listed forms a much later, mid 20th century addition of limited architectural merit or value.

The proposed building will retain a residential use on the site and whilst it will be greater in height and scale to the existing building by going from a building of domestic proportions to a 4 storey apartment block, the proposed development will reflect the nature of other recent apartment led development in the area, particularly further south along Every Street. The building has also been set back slightly away from the pavement to maintain as much as possible, an important vista of the church when looking northwards along Every Street.

It is believed that on balance, the proposed development will not be harmful to the setting of the neighbouring listed church. The historical significance of the church will be retained and the design, scale and appearance of the proposed development will have no significant impact upon the character of the area, the setting of the church or the preservation of the heritage asset. The proposed development will have a limited

impact on the setting of the listed building, no impact on the designated asset's historical or architectural significance and the loss of the rectory itself which has minimal architectural value would be of possible in any event due to its non listed status. Accordingly, in line with paragraph 132 of the NPPF, the proposal is considered to create less than substantial harm to the adjoining heritage asset.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and the well-being of residents.

In this instance, the proposed use will retain a residential use on the site and although it is acknowledged that number of occupiers to be introduced will increase, the amount of occupiers of the building would be similar if a row of houses were introduced to mirror the terrace of 5 properties opposite to the rear along Caterham Street and reflect a typical residential arrangement.

The single access to the associated car park has been sited to front of the site off Every Street and will therefore minimise any disruption to residential occupiers along Caterham Street and Tutbury Street as a consequence of vehicle movements and associated activity. Further, due to the appreciable width of Every Street and the landscaped, tree lined verge opposite, any impact of vehicular activity upon these residential occupiers and principally those of Mayes Gardens will be negligible. This is particularly so given the busy nature of Every Street in both directions.

In terms of the impact as a result of the physicality of the proposed apartment block as a result of any over-dominance, overshadowing or overlooking, it is believed that due scale of the proposed building which is lesser than adjoining church, the interface distances and relationship with neighbouring properties, the impact is tolerable. Any impact is mitigated by the avoidance of facing balcony areas from the nearest affected properties along Caterham Street.

On balance, it is considered that the impact upon the living conditions of neighbouring occupiers is satisfactory. The proposed development is of an appropriate density for a city centre fringe location and has been designed to minimise any impact upon the nearest residential properties. The proposed site is situated within an emerging and expanding residential neighbourhood and offers an appropriate standard of accommodation.

It is however important to protect future and nearby occupiers from any undue noise and disturbance and therefore conditions are recommended with respect to acoustic insulation, a Class C3 use restriction to prevent over-intensification of use and refuse storage arrangements.

Car Parking and Highways Issues

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

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

The Draft Manchester Residential Quality Guidance (July 2016) recommends that City Centre developments that are within a 800 metre walk of a public transport node and should aim to provide parking between 30-40% ratio. In this case whilst the site is outside, but immediately adjoining the extended City Centre area, the development is within an 800 metre walk of the New Islington Metrolink stop.

Paragraph 39 of the NPPF also offers important guidance with respect to parking policy and states that:

If setting local parking standards for residential and non residential development, Local Planning Authorities should take into account:

- the accessibility of the development;*
- the type mix and use of development;*
- the availability of and opportunities for public transport;*
- local car ownership level; and*
- an overall need to reduce the use of high emission vehicles.*

In the case of the proposed development, a Transport Statement accompanies the application and sets out the existing transport conditions of the application site, highway safety implications, the impact upon the local highway network as consequence of anticipated trips levels, on and off street parking provision and transport by means other than by private car.

The statement notes that the proposal will be provide 6 off road car parking spaces for 10 apartments, representing a 60% parking ratio and will also involve the provision of 12 cycle parking spaces, equating to 120% provision.

It is considered that this provision is satisfactory and comparable to other nearby apartment developments in the area. Given the highly sustainable nature of the site which is within a reasonable (20 minute approx.) walking distance of the city centre and a lesser walk to nearby bus routes (50 metres) and within 800 metres of the New Islington Metrolink stop, the car parking ratio is acceptable and the cycle parking ratio in excess of comparable developments.

Whilst Highway Services raise no objection to the principle of the development, it is observed that there is a high level of on-street parking on both sides of Every Street. This is believed to be as a result off commuter parking. To ensure sight lines are maintained, it is recommended that a TRO may be necessary parking adjacent to the junction.

In terms of trip generation, the statement refers to the Department for Transport's publication entitled 'Guidance on Transport Assessment' 2007 which sets out the criteria for assessing new development. The appendix to this document provides

guidance on thresholds, where development of less than 50 units does not require assessment.

It suggests a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed.

The statement concludes that in this specific case and in the absence of any other guidance, the 30 two-way trip threshold is applicable as the basis of a materiality test of traffic impact for the application junctions.

The weekday, two-way trips from the proposed use is calculated as being 7 which is less than a quarter of the assessment threshold. It is therefore maintained that the proposal will have little or no discernible impact on the local network. Highway Services similarly concur that the proposed development does not raise any highway capacity concerns. Neither are there any detectable highway safety implications.

With reference to the above, it is maintained that the on and off-site parking provision coupled with the highly sustainable location of the site will prevent any negative effects upon on-street parking and competition for spaces. On this basis, the impact of the development is reasonable.

Refuse Storage

Policy DM1 of the Core Strategy refers to the need for all new development to have regard to refuse storage and collection.

For the proposed development, a communal refuse storage area to serve the development is proposed in a dedicated area to the side of the building within the car park which allows for sufficient space for a combination of general waste and recycling receptacles. The store is within 30 metres of the host building as advised by the draft residential guide.

Internally, the occupants of each apartment will be responsible for storing their own waste and transferring it to the central bins store ahead of collection. 30 litres of internal segregated bin storage will be provided within each kitchen.

Externally, the bin store is to be enclosed by hit and miss timber panel fencing with trapped gully and water supply to facilitate the washing down of bins.

The application is accompanied by a waste management strategy which details the provision of 4 x 1100 litre bins for storing general refuse, dry, pulp and organic matter, supplemented by a number smaller receptacles for the same purposes.

It is anticipated that a building management company will be responsible for taking the bins from the store on the day of collection where the development will be serviced from the roadside by the City Council. An arrangement considered typical of most residential environments.

Overall, the principle of the waste management practices are considered acceptable. A condition has been included to ensure compliance with the submitted strategy.

Landscaping

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

The site layout and design of the proposed apartments does however allow for the incorporation of outdoor terrace/balcony areas to allow for private amenity space and robust, attractive soft landscaping around the perimeter of the site, including native hedges, trees, a communal lawn area and ornamental shrub beds. This planting not only enhances security to the site boundaries, but allows provides an attractive setting for the building, with the landscaping at the rear providing a visual buffer from the nearest residential properties opposite along Caterham Street.

Drainage and Flood Risk

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

In line with the strengthening of Government guidance relating to the provision of sustainable drainage systems (SuDs) for major planning applications and scheme will need to be prepared and approved with respect to surface water drainage. Appropriate conditions are recommended including the on-going maintenance of a scheme following its approval and subsequent implementation.

Ground Conditions

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

Crime and Disorder

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

It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and robust boundary treatment will allow for decent levels of defensible space and perimeter security.

To ensure all external fittings and associated works are of a satisfactory standard, it is recommended that a condition of the planning approval should require the completed development to achieve 'Secured by Design' accreditation.

Air Quality

Environmental Health have advised that part of application site is within Manchester's Air Quality Management Area and that it may be necessary for the applicant to undertake an air quality assessment in order to secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution.

On this occasion, given the existing residential use of the site and the number of residential units proposed, it is not believed that the impact upon air quality would be material or so significant to warrant an assessment.

Ecology

As part of the application submission, the applicant produced a Bat Survey due to need for the existing building to be demolished to facilitate the proposed development.

The survey suggests that no evidence of roosting bats was found during the survey.

Greater Manchester Ecology Unit refer to the credentials of the suitably qualified consultant and do not dispute with the survey results. On this basis, there is considered to be a negligible ecological impact as a consequence of the proposed development.

Sustainability and Environmental Standards

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

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

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

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

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

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

City Council policy does however still require developers to focus on achieving low carbon and energy efficient developments and therefore development is expected to demonstrate its contribution to these objectives.

The applicant has submitted an Environmental Standards Statement which highlights the environmental credentials of the proposed with consideration given to construction impacts, waste management, landscaping, energy demand, thermal insulation, ventilation, water demand carbon dioxide emissions. A condition has been included which will require confirmation that such measures have been implemented post construction as an equivalent of a BREEAM rating and the enable future occupants to live a low impact lifestyle that responds positively to the guidance provided within the adopted policies of the Core Strategy.

Affordable Housing

Due to the size of the site and the number of units proposed, the proposed development falls below the threshold prescribed by Policy H8 of the Core Strategy which requires consideration to be given to the provision of affordable housing.

In this instance, the proposal will consist of properties for private sale or rent and will therefore not include any affordable provision. It is considered that this approach is acceptable as the proposal seeks to diversify the property market within this area of Manchester and will bring with it other regenerative.

Construction Management

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

Conclusion

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

The existing rectory building is of an unremarkable architectural merit. The demolition of this building will have minimal impact on the street-scene and the replacement building, a negligible impact upon the setting of the neighbouring listed church.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to integrate adequately into its surroundings without any overriding harm.

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

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

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

Recommendation APPROVE

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

2) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the approved details.

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

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

Drawings numbered 000, 100816JC-01, 001/B, 002/C, 003/B, 004/B, 01/B, 02/B, 006/B and 005/B stamped as received by the City Council as Local Planning Authority on 19th September 2016 and drawing 008 received by the City Council as Local Planning Authority via e-mail dated 2nd December 2016.

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

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

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

5) The bicycle storage area indicated on drawing numbered 002/C stamped as received by the City Council as Local Planning Authority on 19th September 2016 shall be implemented in full and made available for use prior to first occupation of the residential apartments hereby approved. The approved scheme shall remain available for use whilst apartments are occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

6) The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall remain in use at all times thereafter.

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

7) Notwithstanding the details submitted, no above ground development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be

implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

8) Before first occupation of the residential accommodation hereby approved, a scheme for acoustically insulating the residential accommodation against noise from Every Street shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved noise insulation scheme shall be completed before any of the flats are occupied and shall thereafter retained.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy.

9) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawings numbered 01/B and 02/B stamped as received by the City Council as Local Planning Authority on 19th September 2016 shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

10) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

11) The development hereby approved shall only be carried out in accordance with measures detailed in the Environmental Standards statement prepared by Element Sustainability (Ref: 2016.131) dated September 2016, stamped as received by the City Council, as Local Planning Authority on the 19th September 2016.

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 (NPPF).

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

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan unless otherwise agreed in writing by the Local Planning Authority.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy. Certain elements of the construction phase are not known or fully defined at this stage. More detailed information is needed to prevent potential conflict with nearby residential properties and users of the site during construction works.

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

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

14) If any lighting associated with 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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) Prior to first occupation of the development hereby approved, details of a waiting/parking restriction (Traffic Regulation Order) on the carriageway immediately

adjacent to the vehicular access on Every Street shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works have been constructed in accordance with the approved details and retained thereafter.

Reason - To ensure adequate sight lines to the access, the interests of highway safety, pursuant to Policy DM1 of the Core Strategy.

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

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

17) The development hereby approved shall not commence until such time as a scheme to dispose of surface water, based on sustainable urban drainage principles, has been submitted to and approved in writing by the City Council as Local Planning

Authority. The development shall be undertaken in accordance with the agreed scheme and retained thereafter.

Reason - To prevent the increased risk of flooding, to improve water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 and DM1 of the Core Strategy.

18) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

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: 113955/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
Neighbourhood Team Leader (Arboriculture)
Strategic Development Team
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

Highway Services
Environmental Health
Greater Manchester Ecology Unit

8 caterham street, Ancoats, Manchester, M4 7de
12 tutbury street, manchester, m4 7dg
14 Tutbury Street, Ancoats, Manchester, M4 7DG
23 Harding Street, Manchester, M4 7DR

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



Application site boundary ● Neighbour notification
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