

Application Number	Date of Appln	Committee Date	Ward
112256/FO/2016	27 Sep 2016	12 Jan 2017	Ancoats and Clayton

Proposal Erection of 1 x 8 storey building and 1 x 7 storey building to form 140 residential apartments and 3 townhouses (143 units in total) with ground floor commercial uses (Use Class A1, A2, A3, A4, A5, B1 and / or D1) (378 sqm), car parking, boundary treatment, public realm works, access and servicing arrangements and other associated works following demolition of existing buildings

Location Land Bounded By Great Ancoats Street, Henry Street, Gun Street And Blossom Street, Manchester, M4 5AE

Applicant Mulbury Homes (Blossom Street) Limited, C/O Agent

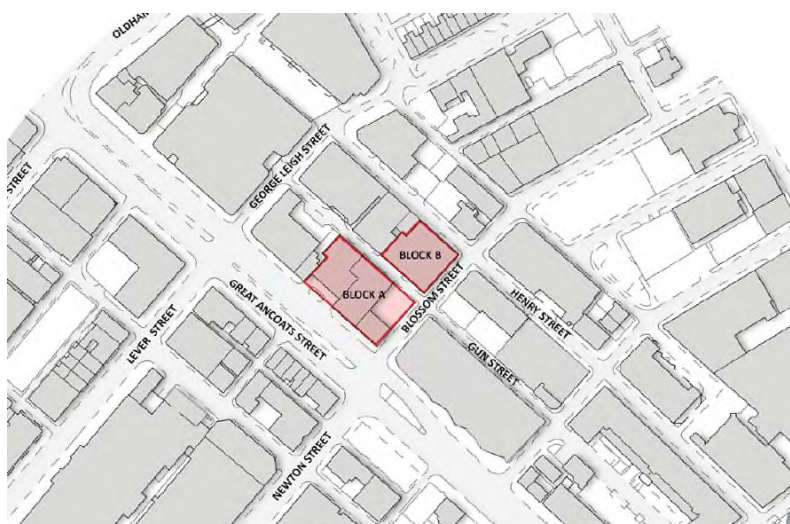
Agent Miss Ellen Sanderson, Deloitte LLP, 1 City Square, Leeds, LS1 2AL

Description

The application site is approximately 0.24 hectares and is located within the Ancoats Conservation Area and is opposite the Stevenson Square Conservation Area. The site is bounded by Great Ancoats Street, Henry Street, Gun Street and Blossom Street.

The site consists of two plots of land which are separated by Gun Street, the road that runs between the two plots:

- Plot A (to the south) – Land bounded by Great Ancoats Street, Blossom Street and Gun Street. The plot currently comprise vacant land (used as a surface level car park), a former substation (with its distinctive bird art work to the side elevation) and a single storey garage;
- Plot B (to the north) – Land bounded by Henry Street, Blossom Street and Gun Street. The plot currently comprises part single, part two storey buildings which are currently used for storage purposes.



The topography of the application site is relatively flat and, as detailed above, comprises mainly of existing buildings. Access to the plots is via Great Ancoats Street, Gun Street, Blossom Street and Henry Street.

The surrounding area is a mixture of residential and commercial developments. The Nuovo building to the south east, the Derris and Hudson Buildings to the north-west and the Fairburn Building to the north-east, are all principally residential developments. There are also other commercial buildings in close proximity to the application site with ground floor retail and restaurant uses and a community arts college.

The application site falls within the Ancoats and New Islington Development Framework area which sets out the vision for the regeneration of this area. The site is located within character area A '*the Great Ancoats Street and Oldham Road frontages*' where the aspiration is to develop vacant and underused sites along this frontage. The wider Ancoats area is currently undergoing significant development and regeneration activity which is bringing new residential developments to the area to create a new and vibrant neighbourhood as part of the expanded City Centre. It is anticipated that these types of development will help meet the growing population of the City of Manchester and support continued economic growth.

The proximity of the application site means that the heart of the City Centre is only a short distance away with the Northern Quarter which provides a range of retail, amenities and services along with a vibrant evening economy lying close by. The site is also located in a highly sustainable location with major transport interchanges being only a short walking distance, providing access to train, tram and bus services across the City Centre and beyond.

The applicant is seeking planning permission the erection of 1 x 8 storey building and 1 x 7 storey building to form 140 residential apartments and 3 townhouses (143 units in total) with ground floor commercial uses (Use Class A1, A2, A3, A4, A5, B1 and / or D1) (378 sqm), car parking, boundary treatment, public realm works, access and servicing arrangements and other associated works following demolition of existing buildings.

Consultations

Local residents/public opinion – Two neighbour notifications have been carried out with regards to this planning application. This was to allow local residents, any other interest parties, and opportunity to comment on revised plans which were received during the course of the planning application. The comments received can be summarised as follows:

1st notification comments received

A total of 56 individual objections have been received. The comments can be summarised as follows:

- the loss of the substation will result in the loss of character to the Ancoats area;

- heritage should not be sacrificed for new developments;
- the old building should be incorporated into the development and not be demolished;
- the proposed development will not be a positive addition to the area. The apartments will not be available to buy and will therefore do nothing to help the housing shortage. There is also no guarantee that the rents on these properties will be affordable;
- the substation is a landmark building of historical significance and should not be replaced with a bland building;
- there is inconsiderable on-street parking in the area, congestion and air pollution;
- the parking provision for the development is too low;
- this development, along with others currently being built in the area, will only reduce the sense of space and openness that is diminishing in the area;
- the proposed development will adversely affect the character and appearance of the Conservation Area. Ancoats will soon no longer be a historic neighbourhood and will instead be a slum of the future;
- the substation is an asset to the community and should be renovated keeping its original aesthetic;
- in 2003 the substation was given planning permission to be reused and kept as an asset, why does this potential not exist today?
- The proposed apartments do not meet the space standards within the residential quality guide;
- The refuse store is inadequately sized for the scale of the development;
- Gentrification is destroying Manchester and its heritage;
- The proposed development will cast a shadow over the external areas within the Fairbairn Building;
- There will be a loss of views of the City Centre from the Fairbairn Building;
- There will be overlooking from the proposed development on the Fairbairn Building;
- The proposed buildings are not in keeping with the scale of developments in the surrounding area;
- The substation should be listed and vacant sites should be used rather than destroying heritage;
- The proposed development is not in keeping with the area;
- The scale of the development is inappropriate in the context of the Listed Daily Express building which will be dwarfed by this development;
- Red brick buildings what Ancoats is all about;
- The art work should be retained;
- The proposed development will affect access to the existing businesses on Gun Street;
- Concern about the affects of pilling in the area and how it will affect the foundations of the older buildings in the area;
- There should be a gap retained to 27 Gun Street and there also appears to be a discrepancy on the plans with regards to the ownership of the party wall in this location;
- Affordable housing should be part of these large scale developments;
- The light assessment does not take account of the Manchester Creative Studio at 16 Blossom Street.

- Light is important to a good state of mind and there will be a reduction of light levels by up to 78% to floors 1 to 5 of the Nuovo apartments which will affect the wellbeing of residents;
- There will be overlooking and over shadowing to the Derros building. Balcony areas will not get any sunlight;
- There will be a real impact on traffic flows along Gun Street;
- The scale of the development will have a negative impact on the Derros building and is not in keeping in any way. It will dwarf the buildings and will add nothing to the look and feel of the area.

2nd notification comments received

A total of 6 individual objections have been received. The comments can be summarised as follows:

- the reason Ancoats is so popular is because it has nice old building. If you demolish them to make way for PRS flats the City will lose its identity;
- the flats are not for sale therefore it does nothing to solve the housing crisis;
- the architecture of the proposed flats is boring and the substation should be lost to be replaced with this proposed development;
- the amended plans are no different from the original. The proposals lack imagination particularly when assessed against the Manchester residential quality guidance;
- the existing buildings add to the street scene and should be incorporated into the proposals;
- the proposal will have a negative impact on 39 Great Ancoats Street. The property currently benefits from light. The proposed development will result in this small building being sandwiched between two large developments. The proposed development should also not affect the current structure of the property;
- the occupants of 27 Gun Street believe that the proposed windows will overlook their property and preclude any development on their site in the future;
- the owners of 46 Henry Street state that the windows in the property will be affected in terms of the amount of light they receive

Strategic Development Team – Careful consideration should be given to ensure that the balance has been met with regards to car parking and apartment sizes.

Highway Services – It is accepted that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network. It is proposed that 10 number car parking spaces (including 1 disabled space) will be provided within the sites internal layout. The parking provision associated with the site equates to a 7% provision. This would be a low provision for this location. The applicant has stated that an agreement has been made with NCP to allow residents to purchase season tickets within a nearby off site car parking. This would increase the parking provision associated with the site to 30%. Further consideration should be given to see if there are any locations which are closer.

All the car parking spaces should meet minimum standards. Further information is also required regarding the entrance/exit into the car park including visibility splay, stacking capacity and entrance door operation.

On street parking is currently permitted on Gun Street between 18:00 and 08:00. Given the potential intensification of use of Gun Street following this development, it is recommended that the applicant reviews and amends the existing on street parking restrictions. A new traffic regulation Order in the form of double yellow lines no waiting restrictions are suggested to prevent on street parking and to improve pedestrian safety/vehicular access into the site.

The applicant has stated that as part of the development a car club space is to be provided on Blossom Street which is supported in principle. A new on street disabled parking space is also to be provided, with both new spaces replacing existing pay and display bays. A s278 agreement will be required to amend the adopted highway to provide the new on street parking arrangements and associated TRO.

All doors should open inwards rather than outwards over the highway.

In terms of cycle provision, there will be 147 cycle parking spaces within a dedicated internal cycle store. This equates to 100% provision. The entrance to the cycle store should be provided to Blossom Street as there are no footways along Gun Street.

It is recommended that all footways around the site are made good and reinstatement of redundant vehicular access to footways be included as part of a s278 agreement. There should also be improvements to the public realm around the site which should also be secured as part of the permission.

Servicing and waste collection is to be undertaken on the adopted highway via Gun Street. The applicant has provided a swept path analysis to illustrate that an 11 m refuse vehicle can access/egress Gun Street in a forward gear.

Further information should be provided in respect of the position of the bins on collection day as there should be no obstruction to vehicular flows on Gun Street. Servicing should take place outside of peak hours.

A construction management plan should be provided to assess the impact on highway and pedestrian safety.

Transport for Greater Manchester (TfGM) - TfGM HFAS have reviewed the traffic impact only of the Transport Statement in support of this planning application. This examines the potential trip generation of the site using the industry standard database TRICS.

The results of the assessment demonstrates that the proposed residential development is likely to generate 9 two-way trips in the AM Peak and 11 two-way trips in the PM Peak. This represents roughly 1 additional vehicle movement every 5 to 6 minutes on the highway network.

The TS notes that the initial trip generation results were higher; however, the figures have been reduced to reflect the proposed minimal onsite car parking provision of 10 spaces.

HFAS do not support this approach as although there may be limited direct onsite car parking, there is still the potential for indirect trip generation to the surrounding on street car parking and Public Car Parks

HFAS have therefore undertaken additional sensitivity testing based on a 30% car mode share (as per 2011 census data), which has resulted in a higher number of forecast trips. However, even accounting for the higher number of trips, this is still below the industry wide threshold which triggers the need for a junction assessment.

Additionally, The TS states that the site is currently occupied by a number of commercial / light industrial premises and a private commuter car park. The final 'net' number of trips is therefore likely to be less than that calculated by HFAS based on the existing operational uses.

In view of the above, HFAS therefore conclude that no further actions are required.

Public Transport

As the Transport Statement (TS) describes, the site is very well located in relation to public transport, being located within Manchester City Centre and therefore accessible via a variety of transport modes, including Piccadilly Rail Station and Metrolink, as well as Piccadilly Gardens, Shudehill and New Islington Metrolink stops.

A number of city centre bus stops, which all provide access to a large number of public transport services are also within the vicinity, including Piccadilly Gardens and Shudehill Bus Interchange. Future residents and employees of the proposed commercial element of the development will therefore have access to a choice of travel modes which should help to minimise car travel otherwise generated by this development.

Active Travel

The city centre location also ensures that walking and cycling are genuine alternatives to travelling by car for city centre residents to access employment opportunities.

Therefore, the pedestrian and cycling environment, within and around the site, should be designed to be as safe, attractive and convenient as possible. To promote active travel and link in with the surrounding environment, the applicant should take advantage of the surrounding cycle routes and residential streets which border the site, providing connections and linkages to benefit the walking/cycling environment. Additionally, the applicant should ensure the provision of continuous 2m wide footways throughout and surrounding the development, reinstate any redundant crossings that served the former site, and renew any substandard footways.

TfGM would support the proposals for renewal to the public realm, including proposed commercial uses on the ground floor, providing attractive active street frontages.

Travel Plan

Whilst this site is very accessible by public transport, it is important to influence people's travel patterns at the beginning of occupation. Therefore it is encouraging to note that the application is accompanied by a Framework Travel Plan. The full Travel Plans should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets. If the Travel Plans are to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plans should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

Condition: Should Manchester City Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of full Travel Plans within 6 months of occupation be attached as a condition of any planning consent.

Construction Traffic Management

Given that the development is taking place on Great Ancoats Street which forms part of the Key Route Network it is important that robust measures are in place to minimise delay and disruption during the construction period.

Condition: TfGM would therefore recommend that a pre-commencement condition for a Construction Traffic Management Plan be attached as part of any planning consent.

Environmental Health – The opening hours of the commercial unit should be agreed. We regards to waste management, the details regarding residential waste are acceptable. In terms of commercial waste, as the end users is not known, the size, waste stream, collection frequency is not yet known. This should form part of the conditions of the approval.

In terms of noise, a scheme to acoustically insulate the commercial unit shall be submitted for approval. With regards to the residential accommodation, the noise report submitted has been reviewed. Further details should be submitted with regards to the glazing and specification of the windows. This should form part of the conditions of the planning approval.

Details of the fume extraction system for the commercial unit should form part of the conditions of the planning approval.

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

In terms of ground conditions, the desk top study has been reviewed. A further ground investigation is recommended to be undertaken together with a site investigation report, final risk assessment and remediation strategy. This matters should form part of the conditions of the planning approval.

With regards to Air Quality, the submitted report has been considered and mitigation measures suggested for the apartments where the sensitivity analysis has predicated exceedance of the NO₂ objective for the proposed receptors located at level 1 on the south west façade facing onto Great Ancoats Street and at level M only on the north eastern side of Blossom Street/Gun Street. Further details will be required with regards to the ventilation system, in particular where the air intake will be positioned.

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.

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

Greater Manchester Ecology Unit (GMEU) –The ecology survey report and assessment submitted in support of the application states that a single bat activity survey is recommended at the site due to the presence of buildings with low potential for roosting bats. This should be provided prior to the demolition of the buildings on site.

There are no other observations with regards to ecology other than the bats.

Environment Agency –No objection in principle to the development. The site is situated in a sensitive location with respect to controlled waters. From available mapping the drift geology comprises Till and solid geology comprises Sherwood Sandstone (principal aquifer). The river Medlock is located 199m southeast of the

site. The FRA/drainage strategy states that infiltration techniques have been assessed as unsuitable for use on the site and we concur with this conclusion.

Historic potentially contaminative sources have been identified on the site including historic industrial use, a garage, two underground fuel storage tanks (thought to be filled with concrete) and an electricity substation. These sources may be a risk to contamination to controlled waters.

On the basis of the above, the following conditions are recommended:

- Details of piling or any other foundations using penetrative methods shall be submitted for approval;
- Remediation proposals should be agreed and a verification report submitted.

Manchester Conservation Areas and Historic Building Panel – The Panel felt that the proposal would see a further erosion of the Ancoats Conservation Area through the loss of buildings and inappropriate design.

The Panel noted that there had been a large loss of historic buildings in this area and those that remain are of higher importance due to their rarity. The Panel reiterated previous comments that the character of Ancoats is about the smaller scale buildings as well as the large mills and that the low rise has some relevance and should be given greater consideration.

The Panel observed that the substation is part of the areas historic development and has a fine architectural appearance with glazed raised ridge height and is an interesting piece of architecture and remnants of former stables which are again an important part of its heritage.

The Panel felt that the proposal doesn't take enough cues from the conservation or the richness found in some of the smaller scale buildings. They felt that the design is too generic and should be inspired by the context and be more responsive to the site and its surroundings. The Panel suggested that new buildings do not have to be detrimental to conservation areas and can add value but would like to see a more bespoke designs come forward that use design hooks and cues from the conservation area.

The Panel thought that the proposed building was too high in this location against existing buildings and felt that this would be too dominant for the street at the rear. They also felt that the building appeared to abrupt against adjacent buildings.

The Panel questioned why the building was set back with columns, which they felt created an awkward and uncharacteristic relationship with the existing building line.

The Panel also queried the appropriateness of the projecting bay windows.

Historic England - The character of the Ancoats conservation area is rooted in its history as one of England's first industrial suburbs. The area holds an important place in the history of both global industrialisation and urbanisation. The area developed rapidly from a small hamlet to the industrial suburb we see today, following the

expansion of the cotton industry, which led to significant population growth and introduction of canals in the mid-to-late 18th century. Canals, mills and workshops still play a vital role in the character of the area, as does the more human-scale, with residential character seen in remaining housing, places of worship, shelters and public houses. Surviving examples of this closer grained character, such as the Edinburgh Castle public house, therefore make a vital contribution to the significance of the conservation area. The variety of industrial and domestic scale buildings continues to be important to the area's townscape, as does the clear and functional grid street pattern. The simple and restrained materials and detailing (largely red brick), solid junctions at ground level and robust corners also provide a strong sense of place.

This proposal is for the mixed-use re-development of two sites with frontages on to Blossom Street, the first fronting Great Ancoats Street and the second smaller site to the rear on the north-east side of Gun Street. The development would involve the loss of some existing historic buildings, most of which are not of great significance, albeit they do contribute to the varied character outlined above. The proposed new blocks on each site adopt a matching architectural language of an exposed structural form and effective scale of 9 storeys (given the ground floor is double height).

Great Ancoats Street consists of a great diversity of architectural forms and styles. The historic buildings to the north, in particular, are delightfully varied and distinctive. We have no objection to the overall form and scale which is proposed for the building that would front Great Ancoats Street. We understand that the architectural approach has sought to reference the neighbouring Hudson Buildings. We welcome the set-back of the ground floor behind columns to create a more attractive pedestrian environment, given the busy urban context. However, since our pre-application involvement there have been further amendments to the scheme. The new design of the Great Ancoats Street block, in particular, would benefit from more variety, perhaps more variation in window widths, materials and colours and fewer Juliet balconies.

With regard to the second block to the rear, there is the opportunity to respond to the variety and closer grain of the conservation area. As proposed, the scale does not relate well to the smaller scale of historic buildings on Henry Street and Gunn Street, including the adjacent Edinburgh Castle Public House. A reduction in scale and more variety in form would be beneficial, with a transition in height and mass from the larger buildings on the Great Ancoats Street frontage and a more sensitive relationship to the domestic scale of the pub. In addition, the related architectural form and language of the two blocks is at odds with the variety of architecture found within the conservation area. A more creative architectural response is recommended to differentiate the proposed buildings.

Local planning authorities have special duties with regard to conservation areas under section 72 of the 1990 Act. Account should also be given to the desirability of sustaining and enhancing the significance of heritage assets (NPPF, para 131). Developments should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation (NPPF, para 58). It is proper to seek to promote or reinforce local

distinctiveness (NPPF, para 60). We consider this statutory and policy context is only partially met by the proposed development.

There is great scope to achieve a more distinctive and varied scheme which, nevertheless, is appropriate to the great significance of the Ancoats Conservation Area. While we have no objection to the re-development of the site in principle, the form, scale and architectural design of the proposals need to be more responsive to the varied character and appearance of the conservation area.

Greater Manchester Archaeological Advisory Service (GMAAS) – The site has been the subject of an archaeological desk based assessment. This concludes that there is below ground archaeological interest and that this should be tested by archaeological evaluation. This may lead on to further more extensive archaeological excavation should significant remains be encountered that will be destroyed by development ground works. More detailed historical research should be undertaken. The programme of archaeological work should be secured through an archaeology planning condition, which will also make provision for post excavation analysis and report production, archive deposition, publication at level commensurate with the significance of the results.

With regards to the built heritage, the heritage statement has been reviewed. This includes a comprehensive series of historic mapping and a number of historic street photographs which shed considerable light on the character and previous uses of former buildings within the proposal site, along with standing buildings. The most significant building that survives is the Corporation Eclectic substation which was built in the 1920s and which is described as a non-designated heritage asset. The report recommends that a level 2 historic building record is made before demolition. GMAAS agree with this as an appropriate level of mitigation.

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

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

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. As such, a screening opinion has not been adopted in this regard.

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Developers should take advantage of these opportunities by:-

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

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

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

The proposal is considered to comply with policy H4 in that it would provide a dense residential development in an area of the City that is expected to accommodate residential growth.

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

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

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

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

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

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

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

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

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

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

The proposal responds positively to place making in that it follows the grid iron pattern of Ancoats and is of an excellent design quality in terms of composition and materiality. The applicant has demonstrated that the scheme can be delivered and is viable.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

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

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

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

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

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

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

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

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

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

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

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

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

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

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

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

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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

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

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its

buildings should achieve a unified form which blends in with, and links to, adjacent areas.

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

Ancoats and New Islington Regeneration Framework (2014)

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

The document details that there are a number of character areas and the application site falls within the character area '*Great Ancoats Street and Oldham Road frontage*'.

The document states:

Great Ancoats Street (where East Manchester meets the City Centre) is identified as an 'Arc of Employment' within the East Manchester SRF and as such is appropriate for employment or service related development with retail uses at street level. There are several sites remaining along the Ancoats frontage with the potential for new development. Development of these sites should be of a high quality and contemporary in design.

The document goes on to highlight a number of key actions and priorities. These are as follows:

- Encourage active street level uses that can help to animate the street
- Encourage development that is contemporary in design and massed to respond to the area's historic environment and context, reflecting the prominence of the key road frontages and the need to enhance the pedestrian environment along them.
- Environmental improvements and enhanced connectivity to adjoining districts and back to the city centre in relation to both Great Ancoats Street and Oldham Road.
- Encourage optimum viable uses for heritage assets, imaginative proposals for preservation and enhancement of the historic character of the Conservation area.

There are also a series of core development principles within the document. These are:

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice.
- Whilst regeneration of the framework area will be residential led, opportunities for a mix of uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.
- Given that the Ancoats and New Islington neighbourhoods will be predominantly residential in character, late night uses including bars (Class A4) and nightclubs (*Sui Generis*) will generally not be appropriate or supported where there would be a potential conflict with residential amenity.
- The wider mix of uses in the area should be encouraged through flexible leasing strategies – design to encourage start-up businesses and independent operators as well as established operators. For Private Rented Schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.
- New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canalside settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.
- To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of

Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality. In moving forward, it will be important to ensure that design responses are based on a thorough understanding of the significance of heritage assets and their settings.

- New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors, which will provide enhanced animation to the street scene.
- Ensure new development helps to contribute to a walkable, pedestrian-friendly environment.
- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.

There are also specific principles which relate to the Ancoats Conservation Area including:

- New development should respond to and reinforce the existing character and pattern of development within the area.
- New buildings should be designed to support active streets. Opportunities to create retailing and workspace adjacent to Cutting Room Square and along key routes and desire lines, such as Blossom Street and Bengal Street should be fully explored and exploited. These uses should be compatible with the residential character of the area and therefore protect residential amenity. In addition, there is an opportunity for buildings to be designed which are future proofed, through the design of their ground floor such that retail and other commercial uses can be established over time as the area further regenerates and the critical mass of activity and footfall increases.
- New development should consider the height and scale of existing patterns of development and take into account context materiality.

Ancoats and New Islington Framework Update 2016

The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed masterplanning work for the area and to take into account changes in policy context

and the significant progress that has been made towards delivering the original 2014 NDF proposals

With regards to the character area '*Great Ancoats Street and Oldham Road frontage*', and the core development principles, the guiding objectives largely remain the same. In that new development along Great Ancoats Street should support the sense that Ancoats spatially is a seamless continuation of the Northern Quarter and what has been traditionally considered to be the core of the city centre beyond that.

There is a need for a quality and consistency of buildings, frontages and proposed uses as well as associated public realm.

Within the Conservation Area status sets a general presumption in favour of retaining heritage buildings, including non-listed buildings, where they make a positive contribution to the character or appearance of Ancoats. These buildings will continue to play a major role in maintaining the distinctive character of the area, and retention and conversion will help to nurture a strong sense of place. This applies to all three character areas within the Ancoats Conservation Area.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now 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 including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*”

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

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

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

Manchester Strategy (January 2016)

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

East Manchester Strategic Regeneration Framework (2008-2018)

The Eastlands Strategic Regeneration Framework (SRF) was revised in November 2007. It identified the progress made in East Manchester since 2001 but also sets

out the strategic direction for the next 10 years in order to continue the holistic regeneration of the area.

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

National Planning Policy Framework

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

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

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

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

Section 4 outlines the 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 on to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

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

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

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

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

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

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

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

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

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

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

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

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where

crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

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

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

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

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

Issues

Relevant Planning History

069856/FO/2003/N1: Refurbishment of former electricity substation to provide ground floor (Class B1) office accommodation and 8 residential units on 3 upper floors arranged around an external courtyard at Electricity Substation 51 Great Ancoats Street Ancoats **Approved 23.12.2003**

Demolition works in the Conservation Area

The application site accommodates the following buildings:

- The Great Ancoats Street Garage (41 Great Ancoats Street);
- Manchester Corporation Electricity substation; and
- 11-13 Blossom Street.

This planning application seeks consent to demolish the 3 buildings in order to provide a cleared site in preparation for the proposed development. As the application site is located in the Ancoats Conservation Area, it is necessary to determine if the demolition works are acceptable and what impacts there will be on the significance of the Conservation Area. The substation and 11-13 Blossom Street are considered to be non-designated heritage assets due to their age and their social, architectural and historical significance.

Paragraph 138 of the NPPF advises that not all elements of Conservation Areas will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribute to the significance of the Conservation Area should be treated as either substantial harm (under paragraph 133 of the NPPF) or less than substantial harm (under paragraph 134) taking into account the relative significance of the element and its contribution to the significance of the Conservation Area as a whole.

The applicant has provided a detailed justification for the demolition works within a heritage statement to justify the loss of the buildings in the Conservation Area.

Great Ancoats Street Garage

The building was constructed in 1934 on an empty plot of land. During the 1950s, the buildings which are present on site were constructed to form an active garage and spare business. These works, together with subsequent alterations, have led to a much altered building.

Accordingly, the applicant's heritage statement concludes that whilst the buildings do represent an early example of a motor car garage, the buildings on site are of low historical value. In addition, the buildings have very little aesthetic value with very little of the original structures surviving.

It is therefore considered that presently the buildings on site have a neutral impact on the Conservation Area and their loss would result in limited harm to its significance whilst allowing the comprehensive redevelopment of the site along this key road frontage.

Manchester Corporation Electric Substation

The former electricity substation was constructed for Manchester Corporation in 1923 and was extended in 1927 and 1931. The building provided additional power for Manchester's many electric trams. However, the building has not been used as a

substation for a number of years with the original electric power boards and generators largely being removed.

The applicant's heritage statement acknowledges that the building is a good example of a functional building with an aesthetic value despite its utilitarian design. The building has been altered little internally and there remains examples of cranes and other structures within the building. Despite this, the applicant's heritage statement concludes that the building is of '*low significance*'.

Given the building is a surviving example of a how power was brought to the Manchester tram system in the 1920s, the building has historical, social and architectural significance. Accordingly, the building has a positive impact on the character of the Conservation Area particularly in terms of the variety of buildings and their uses and change in architectural style and building heights. The building is rightly considered to be a non-designated heritage asset.

In considering the loss of the substation, paragraph 138 of the NPPF states that consideration must be given to paragraph 133, 134 and 135 in terms of determining the scale of any harm or loss and the significance of the heritage asset.

The applicant's justification for the loss of the building is based around its low significance and the loss of some key internal features within the building. In addition, the applicant considers that the significance of the building is further diminished as a result of the building not being distinctive of the industrial and residential character of the Ancoats Conservation Area together with there being no 'group value' associated with the substation and the immediately adjacent buildings. Indeed, the substation is all but isolated from the surrounding buildings which are either more modern in nature, vacant sites (i.e. the adjacent site) or of no value (i.e. the garage site).

In considering the above, it is recognised that the substation is a well-known feature along Great Ancoats Street and therefore an established feature of the Conservation Area. Accordingly, it forms part of the visual character and social history of the area. This is reflected in the public opinion which has been expressed in this regard.

In terms of the comments from Historic England with regards to the loss of the building, they conclude that the building is '*not of great significance, albeit they do contribute to the varied character*'.

This non designated heritage asset is therefore considered to make a positive contribution to the Conservation Area. The loss of the building will have a permanent and irreversible impact on the setting of the Conservation Area resulting in a degree of harm.

The harm, however, is considered to be '*less than substantial*' (as stated in paragraph 134 of the NPPF). As the substation is a non-designated heritage asset, paragraph 135 of the NPPF is particularly relevant in this instance. This states that in weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

It is recognised that the building has some significance and contribution to the character of the Conservation Area. However, the building has been vacant for some considerable time and finding a viable and alternative use of the building difficult given that it largely forms a functional building. In addition, the retention of the building

does not provide for the comprehensive redevelopment of the wider sites (including those that are vacant). This would preclude a high quality development from being proposed which also satisfies all elements of good design including car parking, active frontages and meeting housing growth objectives for the City.

Accordingly, the public benefits derived from the regeneration of the site (including creating new homes to support housing growth in this part of the City and a high quality development in terms of design) outweigh the loss of the substation. These public benefits of the proposed development will be considered in further detail elsewhere within this report.

11-13 Blossom Street

These properties are single and two storey in height and form a small group of buildings constructed between 1905 and 1907. The buildings were historically used as stables and store room accommodation.

From examination of the buildings, it is clear that they have been the subject to substantial remodelling having been altered and extended during the first half of the 20th Century which saw the removal of the internal stable structures and the associated yard.

The applicant concludes that the buildings are on no significance and therefore there loss will have a negligible impact on the significance of the Conservation Area.

It is considered that given the age and historical use of the building, they do nevertheless contribute to the significance of the Conservation Area particularly given that they provide an example of the low scale light industrial buildings in this part of Ancoats.

As such, it is considered that the buildings are a non-designated heritage asset. Accordingly, paragraph the scale of the harm must be considered in line with paragraph 138 of the NPPF.

In this regard, as a non-designated heritage asset that make a positive contribution to the significance of the Conservation Area particularly given they add to the variety of scale in from the more substantial mill buildings. The loss of the buildings from the area will therefore result in a permanent and irreversible impact on the setting of the Conservation Area resulting in a degree of harm.

As detailed above, the comments of Historic England have not expressed any concern about the loss of the building and conclude that they are not of great significance.

The harm caused as a result of the loss of these buildings is therefore considered to be '*less than substantial*' (as stated in paragraph 134 of the NPPF). In line with paragraph 135 of the NPPF, the scale of the loss has to be balanced against the substantial public benefits that comprehensively redeveloping the site will bring. This development will bring a high quality modern development to the area which will contribute positively to the characteristics of the Conservation Area.

It is concluded that the applicant has prepared a robust justification for the demolition of the buildings in the Conservation Area. Notwithstanding the considerable weight that must be given to preserving the setting of the conservation area, as required by

virtue of S72 of the Listed Buildings Act, the harm caused by the loss of the substation and 11-13 Blossom Street (in both social and architectural terms) is considered to be less than substantial particularly when balanced against the overall significance of the buildings..

Furthermore, there are considered to be sufficient public benefits to outweigh the loss of the buildings given the overriding regeneration benefits from the comprehensive redevelopment of the site. The requirements of the NPPF are therefore considered to be satisfied in this regard, particularly paragraphs 133, 134 and 135 together with policy EN3 of the Core Strategy and saved policy DC18 of the UDP.

Indeed, the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

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 and the updated Ancoats and New Islington Development Framework (2016).

Policy SP1 of the Core Strategy states that areas such as the application site will be the focus for economic and commercial development, retail, leisure and cultural activity alongside high quality city living. Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Within the Ancoats and New Islington Development framework there is also a recognition that within character A '*the Great Ancoat Street and Oldham Road frontages*', which the application site is located within, the redevelopment of vacant and underutilised sites with new residential, commercial and service uses that can contribute to the vitality of Great Ancoats Street will be encouraged.

The document goes on to state it will be necessary to provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice.

In order to meet the objectives of the policies in the Core Strategy and the Neighbourhood framework, it is noted that this proposal seeks to develop a partial vacant and underutilised previously developed site along both the Great Ancoats Street, Blossom Street and Gun Street frontages. This will form 143 residential units thus contributing to new housing growth in the area and the 20% of residential accommodation prescribed with policy H4 of the Core Strategy.

In terms of the range and mix of accommodation (required by both the development framework and policy H1 of the Core Strategy), the proposal will be a private rental scheme (PRS) providing mainly 2 bedroom accommodation that may be attractive to families given the number of bedrooms and size of the apartments.

The proposal also seeks to incorporate ground floor commercial uses which will provide activity along Great Ancoats Street, Blossom Street and Gun Street.

A residential led 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 a key site along Great Ancoats Street within one of the City's key regeneration areas.

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 from 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.

Material planning considerations

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

- Affordable housing;
- Visual amenity;
- Impact on the historic environment ;
- Ecology;
- Effect of the development on the local environment and existing residents

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

The above matters will be considered in turn below.

Affordable Housing

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

The supporting SPD to this policy is clear that this may not be necessary or required where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Of relevance to this application this includes:

- 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.

It is acknowledged that the need for affordable housing, as part of the development has not been identified by Strategic Housing in this instance. This is very much a consequence of the existing make up of residential accommodation in the area. As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The proposal would consist of properties that would 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 professional and families.

Furthermore, the site has been vacant/underused for a considerable period of time and in order to achieve a high quality development, in terms of design, materials and space standards this raises issues of viability of the overall scheme.

Scheme viability is a key strand to the consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

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.

On the basis of the above the proposed development complies with Core Strategy policy H8. This type of accommodation which, as noted, will diversify the housing offer is also fully supported by the principles embedded in the Ancoats and New Islington Neighbourhood Development Framework.

Residential development - density/type/accommodation standards

Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. The proposed development accords with this approach as the 143 residential units proposed will provide 596 units per hectare.

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

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

The breakdown of accommodation and sizes within the two blocks is as follows:

Block A:

- one bed apartments – 22 (25%)
- two bed apartments – 65 (73.9%)
- three bed apartments – 1 (1.1%)

Block B:

- one bed apartments – 27 (34%)
- two bed apartments – 25 (45%)
- two bed town houses – 3 (5.5%)

The proposal therefore seeks to create, in total, 49 one bedroom apartments (34%), 90 two bedroom apartments (63%), 1 three bedroom apartment (0.7%) and 3 two bedroom town houses (5.5%).

It should be noted that the number of residential units and breakdown of accommodation is different to the proposal originally submitted due to the loss of the 8th floor of block B. This has resulted in the loss of 2 residents units from the scheme and the creation of the 3 town houses to Henry Street.

The mixture of apartments is considered to be acceptable. The apartments also broadly comply with the space standards within the residential guide which is welcomed. A small proportion of the 1 bedroom units constitute a 1 person apartment which is considered that in this instance to be acceptable, exceeding the space requirements and also reflecting the challenges in laying out of some of the accommodation due to the nature of the plot.

The apartments would be privately rented (PRS scheme) and operated by a management company appointed by the applicant. This will respond to the growing demand for high quality privately rented accommodation in this part of the City which is a key requirement of the neighbourhood framework.

In turn this will help to diversify the tenure in the local area with the accommodation being particularly attractive to young professionals wishing to share. However, the availability of 2 and 3 bedroom accommodation within the development could also be attractive to families wishing to rent in the City Centre and enjoy all of the amenities its contains.

It is recommended that a condition of any planning permission requires a management strategy to be agreed. This will seek to clarify 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 ensure that the development is well managed and maintained providing confidence for those wishing to remain long term in the area.

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

Commercial development

The proposal would provide 3 commercial units (two on the ground floor of block A facing Great Ancoats Street and Blossom Street and one within block B on the corner

of Gun Street and Blossom Street). The floor space proposes 397 sqm (325 sqm within block A and 53 sqm within block B). This represents a reduction in the floor space from the originally submitted application from 594 sqm due to the incorporation of the town houses to Henry Street. The applicant has applied for uses falling within A1, A2, A3, A4 , A5, B1 or D1.

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 Ancoats and New Islington Development Framework states that development proposal within the '*Great Ancoats Street frontage*' should be encouraged to incorporate active street level uses that can help to animate the street.

Although the application site is not identified within the list of defined centres outlined within policy C1 of the Core Strategy, it does fall within the expanded City Centre boundary as defined by the City Centre Strategic Plan and the updated Ancoats and New Islington development framework (2016).

It is therefore considered that the level of commercial floorspace proposed, in principle, is acceptable as it would support the aspirations of the development framework and given the overall amount is of no more than local significance it will help support the occupants of development and the wider area and enliven the street scene along Great Ancoats Street and Blossom Street.

In terms of the use classes proposed, it is considered that retail (A1) (excluding convenience retail), financial and professional services (A2) together with offices (B1) are acceptable, providing small premises for uses of this nature to operate from without any adverse impact on residential amenity. It is recommended that a condition of the planning approval is that the units shall not be subdivided or amalgamated without the benefit of planning permission and that if the units are to be occupied by A1, that this is not a convenience offer.

With regards to the appropriateness of a restaurant/café, drinking establishment and takeaway (use classes A3, A4 and A5), 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.

In addition, consideration must also be given to the core development principles within the development framework which states that Ancoats and New Islington neighbourhoods will be predominantly residential in character and, as such, late night uses including bars (Class A4) and nightclubs (*Sui Generis*) will generally not be appropriate or supported where there would be a potential conflict with residential amenity.

It is noted that there are other ground floor uses that fall within use class A3 along Great Ancoats Street and at other locations along Blossom Street further into the heart of Ancoats. An offer such as restaurants/café (A3) is an important part of supporting the residential community within Ancoats and would provide an amenity offer for the residential occupants of the development.

The provision of an A4 drinking establishment and an A5 takeaway often raises concerns with regards to residential amenity. Uses of this nature tend to be open late and are therefore discouraged in certain areas. The development framework is clear that late night uses such as these are not believed to be appropriate and would conflict with the aspirations for the area.

In terms of the occupation of commercial floor space for a D1 uses (non-residential institution), there is no objection in principle to this type of accommodation. However, it is recommended that the type of D1 accommodation is restricted to exclude include places of worship which have particular characteristics and impacts which need to be specifically assessed.

In terms of other uses that fall within use class D1, it is recommended that prior to the occupation of the units for a D1 use, further details would need to be given in respect of the operations of that use, particularly to identify and manage any specific operational and servicing so that they do not have a detrimental impact on residential amenity or the operations of the rest of the development. This should form a condition of the planning approval.

On the basis of the above, it is recommended that the commercial accommodation can be occupied by A1, A2, A3, B1 and D1 (with the exception of a place of worship) as these type of uses will help support the aspirations of a residential neighbourhood and no give rise to any adverse impacts on residential amenity. This should form part of the conditions of the planning approval. Restrictions to the operating, servicing and management of waste are considered elsewhere within this report.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the draft residential design guide, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

The Ancoats and New Islington Development Framework also provides specific guidance for new developments along the Great Ancoats Street frontage. This includes encouraging active street level uses that can help to animate the street and being contemporary in design and massing that responds to the area's historic environment and context, reflecting the prominence of the key road frontages and the need to enhance the pedestrian environment along them.

In response to these design principles, the proposal seeks to provide a comprehensive redevelopment of both plots A and B with perimeter block developments. This would create two distinct blocks (block A to Great Ancoats

Street and block B to the rear along Gun Street/Henry Street), resulting in a positive response to the grid iron network preserving Gun Street as a physical separation between the two developments.

Great Ancoats Street, Blossom Street and Gun Street would be activated at ground level with commercial units thus adding to the vitality and vibrancy of the area and surrounding street scene. Whilst changes during the course of the application result in the loss of a fourth commercial unit to Henry Street, this street is now activated with townhouses with main entrances directly off the street providing natural surveillance and activity.

Gun Street would also be the focus of activity associated with the vehicular entrance to the ground floor car parking associated with block A. This elevation also contains the entrances to the refuse stores to each block to allow easy servicing on collection day.

The two blocks would be built independently of the adjacent buildings at 39 Great Ancoats Street and blossom motors at 27 Gun Street, with a gap of between 1 metre rising to 3 metres (at the rear of the site) to 39 Great Ancoats Street and a gap of 2 metres to 0.5 metres to blossom motors.



The siting and layout of the proposed development maximises its frontages with the surrounding road network and provides activity along the street harnessing a safe and inviting environment.

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

In terms of informing the scale of the proposed development, the applicant has undertaken a context analysis of the surrounding building. In informing the scale of blocks, the applicant has considered the following buildings:

- Nuovo apartments (59 Great Ancoats Street) – 13 storey (41.6 Metres);
- Fairbairn Building (55 Henry Street) – 7 storey (20.1 Metres);
- 39 Great Ancoats Street – 3 storey (13 Metres);
- Hudson Building – 5 storey (18.6 Metres)
- Daily express building – 6 storey (28.6 metres).

The applicant had originally proposed that both block A and block B to be 8 storey measuring 27.5 metres in height. However, comments and observation made during the course of the application, including those made by Historic England, has led to the height of block B being reduced. This now responds positively to the varied building heights in the Conservation Area and in particular acknowledges that this block does not have the same relationship with a major road such as Great Ancoats Street. Block B is now proposed to be 24.2 metres in height.

The siting and scale of block A is an appropriate and well considered response to its position on a major road frontage such as Great Ancoats Street. In addition, the proposed block sits appropriately alongside other buildings of scale in the street scene. Although the immediately adjacent building to block A, 39 Great Ancoats Street, is much smaller it is not considered that this relationship is unduly harmful to the property or the street scene. Indeed, it is considered that this change in building height adds to and responds positively to the characteristics of the Conservation Area.

In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

The design concept is to create a high quality designed development which respects the setting of the Conservation Area and nearby Listed Buildings. Whilst the predominant material within the Ancoats Conservation Area is a variety of red brick buildings, this proposal takes a different form in order to respond to block A's unique position along Great Ancoats Street and block B's position set into the Conservation Area.

The main characteristic of block A is its pre-cast concrete frame. The influence for this arrangement is derived from some of the other buildings along Great Ancoats Street whose elevations are set around a frame system (for example the front façade of the Hudson building). The Great Ancoats Street elevation is characterised by concrete 5 sections and set within this are light grey brick pillars. Aluminium frame windows, with simply balustrade detail, helps provide a clear vertical and horizontal emphasis to the building again replicating a feature of other buildings in the area in a contemporary and unique way.

The upper level of block A is finished in a panel and glazing system which will provide a contrast to the lower levels of the building. This will also assist in minimising some of the massing of the building.



At the ground floor level, the commercial units will be finished with a double height glazing system set within the concrete pillars of the frame. This will provide a strong finish to the ground floor level of the building.



Block B would also principally be constructed of the same light grey brick used on block A. However, instead of using a pre-cast concrete system the grey bricks would provide the framing system (akin to block A) with windows arranged in the same vertical and horizontal manner. Both buildings would respond appropriately to their respect contexts whilst there being a clear reference from their frame system that they are part of a comprehensive development.

The townhouses to Henry Street would be set within their own curtilage to ensure a clear sense of separation between the highway and the entrances to the property. The responding boundary treatments would be finished in the same brick material as the upper levels of the building.

It is considered that the architecture and elevational treatment creates a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials would provide buildings that will enhance the setting of the Conservation Area and provide the required presence to Great Ancoats Street as part of the ongoing regeneration of Ancoats.

Overall the siting and layout of the development maximises the relationship with the surrounding road network. The proposed building follows a similar perimeter block arrangements to the surrounding buildings and respects the grid iron pattern. The arrangement of commercial units on the ground floor, car parking and residential accommodation provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the East Manchester SRF.

It is recommended that a condition of the planning approval is that all materials are agreed by planning conditions to ensure that they are of a suitable high quality for this site.

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 located in the Ancoats Conservation area and is positioned opposite the Stevenson Square Conservation Area.

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

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

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Stevenson Square conservation area lies close by on the north-eastern edge of the city centre. The majority of its buildings of architectural or historic interest are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. Wealth produced by the cotton industry can be seen reflected in the buildings, either stone or brick with stone dressings, many of which are elaborately decorated. Towards the end of this period terracotta became popular and was extensively used either in conjunction with brick or on its own.

The most significant street redeveloped for textile uses during the Victorian and Edwardian periods is Dale Street. It changes direction at the junction of Newton Street and Port Street, increasing the importance of the buildings at this point.

The Murray Mills, Royal Mills, Victoria Square housing and St Peter's Church represent some of the key Listed Buildings in the Ancoats Conservation Area. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles alongside the dominant mill buildings.

The only nearby building within the Stevenson Conservation Area which could be said to be affected by the development is 72 – 76 Newton Street a Grade II former Victorian warehouse.

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

- Daily Express Building (Grade II*);
- Derros Building (Grade II);
- The Crown and Kettle (Grade II);
- St Peters (Grade II).

The Listed Buildings considered to be most affected by this development are those along Great Ancoats Street (i.e. the Daily Express Building, Derros Building and the Crown and Kettle).

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

In considering this the applicant has assessed the impact on the surrounding historic environment through an assessment of 4 viewpoints.

View point 1 – north end of Newton Street looking in a north easterly direction – The proposed development would be highly visible from view point one and provide a horizontal form on the northern side of Great Ancoats Street. It is considered that the scale of this addition to the street scene would continue the established building heights from recent developments. The applicant’s heritage statement considers that the proposed development will have a ‘book end’ effect to the block in a similar way to the Daily Express Building further along.

Although this view means that the proposed development will be seen in the same context as the Grade II* Daily Express Building, it is not considered that there would be any unduly harmful impacts on the setting of the Listed Building.

Overall the proposed development would mark a positive addition to the street scene and add to the variety of building heights and varied architecture from this vantage point.

The assessment concludes that the overall impact of the development on this view is negligible.



View point
of Newton
looking in a north easterly direction

1 - north end
Street

View point 2 – north-western end of Great Ancoats Street (junction with Spear Street) – in this view the listed Daily Express Building is immediately to the left of the proposed development together with the Listed Derros Building. It is considered that the scale of the development would be complementary to the building height of the Daily Express Building and the recent development of the Nuovo development. As such, the development continues the block rhythm which has been established on the north side of the street scene. This view point demonstrate the positive benefits of removing a partially vacant site which contains low significance buildings with a

building of similar proportions that respects the nearby Listed Buildings allowing them and the proposed development to be fully appreciated.

Overall, the Listed Buildings remain fully expressed from this view point and therefore the impact of the proposed development on this view point is negligible.



View point 2 - north-western end of Great Ancoats Street (junction with Spear Street)

View point 3 – northern end of Newton Street looking in a northward direction towards the junction with Houldsworth Street – within this view is the grade II former warehouse of 72-76 Newton Street together with the 13 storey Nuvo apartments. The proposed development will only be partially visible from this view point. The proposed development will allow the completion of the urban form and help define views into the Conservation Area along Blossom Street. This creates a strong vista from within the Stevenson Conservation Area from Newton Street into the Ancoats Conservation Area, particularly when the partially vacant nature of the application site is removed.

Overall, the assessment concludes that the proposed scheme on the heritage assets would be minor beneficial.



View point 3 - northern end of Newton Street looking in a northward direction towards the junction with Houldsworth Street

View point 4 – View along Cutting Room Square on Blossom Street looking in a south westerly direction towards the junction with Cotton Street – Within this view are the Fairbairn buildings, the Ice Plant and the two storey Edinburgh Castle Public House. The view also has the outline of the redevelopment proposals for the Edinburgh Castle site which, whilst retaining the original public house, see the site redevelopment with a 7 storey building. The proposed scheme would help mark the exit to from the Conservation Area into the City Centre and the overall scale of the building will be consistent with the consented scheme at the Edinburgh Castle, the Ice Plant and the Fairbairn Building.

During the course of the planning application, comments were raised regards to reducing the height of block B in acknowledgement that this building is not situated along Great Ancoats Street and needed to respond to the particular characteristics of that part of the Conservation Area. The height of this block was subsequently reduced and now complements the transition into the heart of the Conservation Area by adding to the variety of building heights.

Overall, the assessment concludes that the proposed development would have a negligible view on the Conservation Area.

Image of View point 4 to follow.

It is considered that overall the development would not have any unduly harmful impacts on the setting of any Listed Buildings or the significance of the Ancoats and Stevenson Square Conservation Areas.

Indeed, the setting of the Conservation Areas are largely preserved due to the perimeter block arrangement of the development which responds to the grid pattern of the Conservation Area and the scale and form of other nearby developments. As such, the proposed buildings are considered to respond positively to the surrounding developments and complement them rather than competing with them.

Whilst the proposed development would form a substantial building to Great Ancoats Street being seen in the same context as nearby Listed Buildings, overall it is considered to be a positive addition to the street scene adding to the variety of building scales along this frontage. As already noted there are some smaller buildings along Great Ancoats Street, however, the resultant relationships would only add to the characteristics of buildings of differing scale in the Conservation Area. All the nearby Listed Building would remain appreciated and their setting respected.

The impact on the Conservation Areas and nearby Listed Buildings 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, which will result in certain historical features being lost (i.e. the substation and 11-133 Blossom Street) and other non-designated heritage assets (such as 39 Great Ancoats Street) no longer having the prominence in the street scene or within certain views.

It is considered that the proposed development suitably mitigates against this low level harm that would arise through the public benefits to be derived from the elimination of a poor quality site within a key regeneration area which currently has a negative impact on the surrounding area particularly the Great Ancoats Street frontage.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the conservation areas as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local

character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Indeed, from the key vantage points listed above it is considered that the proposal makes a positive contribution to the setting of the Conservation Area and Listed Building thereby better revealing its significance (as directed by paragraph 137 of the NPPF and S72 of the Act).

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

c) Archaeology

A desk based archaeology statement has been prepared in support of this planning application. The report outlines that there is a high potential for any investigations at the site to reveal late 18th to 20th Century remains associated the industrial development of Ancoats. These remains are likely to be of local to regional significance. The erection of the buildings at the site is likely to destroy the remains at the site.

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.

GMAAS has assessed the supporting information submitted in respect of this matter. They have recommended that archaeological evaluation takes place in the form of trenching to examine the significance of the below ground remains. This, they believe may lead to a further programme of investigation. On this basis, GMAAS have recommended that a condition of the planning approval is that a written scheme of investigation (WSI) is firstly approved in order to agree the strategy for onsite investigations and post analysis.

GMAAS have also considered the existing buildings on the site, particularly the 1920s substation. They consider that a level 2 historic building record is made of the building prior to its demolition. As such, it is recommended that this forms part of the conditions of the planning approval.

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 concluded that there is low potential for roosting bats to be present within some of the older buildings on the site, although no evidence of roosting was found during the building inspections. It was, however, concluded that the habitats on site were of low value to support foraging and commuting bats.

The report did identify evidence of nesting birds within the former electricity substation building (two old feral pigeon nests). The habitats generally across the site were not considered suitable for use by nesting or foraging black redstart with no high song perches or high ledges favoured by these species.

On this basis of the above conclusions, the report recommends that a single bat activity survey is undertaken at the building prior to their demolition. In addition, there shall be no demolition works within bird nesting season to prevent disruption to nesting birds unless the buildings have been inspected prior by a suitably qualified person.

Greater Manchester Ecology Unit has considered the details provided within the report and concur with the approach identified. It is therefore recommended that there should be conditions of the approval relating to further survey works relating to bats together with preventing demolition in bird nesting season.

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.

In this regard, it is noted that the application site is located within a dense urban area and, as a result, this creates certain site constraints which are likely to give rise to some impacts on neighbouring buildings in terms of a reduction in natural light (especially at the lower levels of buildings) and overlooking. Such circumstances are likely to arise where there are cleared or vacant sites adjacent lower level buildings.

The applicant has given consideration to this matter and provided a daylight and sunlight assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

In terms of daylight, this is an assessment of how much daylight can be received at the face of a window. This test is referred to as the Vertical Sky Component (VSC). This is a measure of the percentage of the sky visible from the centre of a window.

The less sky that can be seen from a window, the less daylight available to the room served by the window. As such, the lower the VSC, the less well lit the room will be.

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.

In order to achieve the daylight recommendation in the BRE, a window should retain a VSC of at least 27%. However, the achievement of at least 27% can be wholly unrealistic in a high density City Centre context as this measure is based upon a suburban type environment i.e. equivalent to the light available over two storey houses across a suburban street, it is noted that VSC level diminishes rapidly as building heights increase relative to distance of separation and within City Centre locations the corresponding ratio for building heights relative to distances of the separation is frequently much greater than this. Therefore the adoption of the standard target values is not the norm in a City Centre. Indeed, if the guidance were to be applied rigidly in City Centres, very little development would be able to be built.

In acknowledging the high density, urban context that the application site is located within, it was considered highly restrictive to adopt the 27% VSC standard. The assessment has therefore adopted a VSC of 20% for appraising daylight. On this basis, any existing development that is 20% of its former value as a result of a new development may be considered to be adversely affected by the development.

The following buildings were surveyed as part of the report:

- 113 Newton Street;
- Nuovo apartments (59 Great Ancoats Street);
- Fairbairn building (55 Henry Street);
- 39 Great Ancoats Street;
- 44-48 Great Ancoats Street;
- Hudson Building (29-37 Great Ancoats Street); and
- Daily Express Building (19 Great Ancoats Street).

In terms of daylight, a total of 644 individual windows have been assessed by the report and 510 (79%) of the windows achieved the VSC target, or experienced a reduction in existing VSC value of less than the 20% accepted by the BRE on the grounds that it would not be noticed by the building or room occupants.

For the 7 windows in the Fairbairn building, 44-48 Great Ancoats Street and the Hudson Building that do not achieve the alternative VSC target, it has been considered that the magnitude of the change is low and therefore the impact can be categorised as moderate/slight and therefore not considered to be unduly harmful to residential amenity.

There are 118 windows in the Nuovo apartment block that do not achieve the VSC target and will therefore experience a reduction in existing VSC of more than 20%. On this basis the impact is likely to be noticeable to the occupants of these rooms. These 118 windows serve 34 separate rooms, 10 of which are known to be dual aspect and therefore not reliant upon for daylight. A further 19 rooms are known to serve bedrooms which are less sensitive to changes in light levels. Given the current vacant nature of the part of the application site which is closest to the Nuovo building, it is considered that there would always likely to be some impact on this building when the site was development.

Given the characteristics of the area, it is not uncommon to find this relationship between buildings throughout Ancoats and therefore it is not considered that this

relationship is unduly harmful in the context of a urban environment. In terms of overlooking the Blossom Street elevations of the proposed building and the Nuovo apartments is separated by a road which provides a gap of approximately 11 metres to prevent any direct overlooking.

There are 9 windows in the rear elevations of 39 Ancoats Street. At present the majority of these windows do not currently meet the VSC target. As such, it is therefore acknowledged that the proposed scheme will further reduce the light to these windows. However, in considering the significance of this impact, and the degree of harm caused to this property, it should be noted that many of the windows are located beneath projecting structures or within recesses within the building elevations. With many of these existing windows having a low VSC, even a small reduction in sky light will result in an exacerbated magnitude change. As such, this would place an undue restriction on any form of development coming forward on the application site.

On balance, it is therefore considered that there will be a degree of overbearing and overshadowing impacts associated with the erection of an 8 storey building along the boundary with to this more modest 3 storey building. However, it is considered that given the low baseline position of the daylight to the existing window any form and scale of development at the application would have an adverse impact on this property. In addition, there will be a degree of separation between the proposed development and this property which will retain a degree of openness within the rear yard of 39 Great Ancoast Street.

It should also be noted that the depth of the Hudson Building is not as deep as the proposed development and therefore the remains the opportunity for light and sense of space to be retained along the western boundary of this property. As such, it is therefore considered that whilst there will be a degree to which the property will have an overbearing and overshadowing impact, this impact has to be balanced against the context of this property (i.e. surrounding by much bigger buildings). It should also be noted that the yard area of the property will remain open and therefore, on balance, the impact on this property does not warrant refusal of this planning application.

In terms of overlooking, it is noted that there will be a series of windows on the western elevation of block A which will have an oblique view of the windows on the rear elevation of this property. It is considered that the oblique nature of this view together with the distance of approximately 11 metres between the side elevation of the proposed building and the rear elevation of 39 Great Ancoats Street will preclude any unduly harmful impacts associated with overlooking.

In terms of sun light, due to the position and orientation of the application, there are only windows on the Fairbairn Building and the Daily Express Building that require consideration. Of the 58 windows that were appraised, 57 (98%) will continue to achieve the sunlight targets or a reduction that would not be reasonably noticeable to the occupants of a room. Whilst 1 window does not achieve this, it is noted that this is to a dual aspect room.

The external terraces associated with the Hudson Building and Fairbairn Building are identified as key external sunlight receptors. It has been concluded that there will be no material adverse impact on the sun light getting to these terraces.

It is noted that an objection has been received from the owners of the blossom motor garage at 27 Gun Street (who are also the owners of 47 Henry Street). They have objected on the grounds of loss of light and overlooking. It should be noted that these properties have not formed part of the above assessment as they are commercial buildings. However, in considering their concerns it was noted that there were bedroom windows in the western elevation of block B that would be directly overlooking. The position of these windows may therefore have precluded the potential redevelopment of the site and therefore the applicant has been asked to revise the proposal and reposition the windows on the northern elevation. It is therefore recommended that the application is minded to approve until the receipt of these revised elevations.

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 television signal from the addition of a tall building at the application site.

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.

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. This takes account of the impact of the development on air quality during both the construction and operational phases of the development.

In terms of the construction phases, the report recognises that there would be dust from the demolition, earthworks and construction processes. However, it has been concluded that the effects on human health area likely to be low provided that adequate dust suppression measures are incorporated into the construction process.

When the development is occupied, the report considers that there are likely to be two locations on block A (first floor facing Great Ancoats Street and the mezzanine level on the Blossom Street/Gun Street elevation) where the NO₂ levels may be

exceeded. As such, it is necessary to incorporate suitable mitigation to protect the amenity of these first floor apartments.

As detailed elsewhere within this report, the development would incorporate a mechanical or passive ventilation system. Such a system can incorporate air from a higher level so that there will be no harmful impacts on residential amenity. It is recommended that a condition of any planning approval is that the details of this system is approved in the interest of air quality for the future occupants of the development.

The report also concludes that there are no instances within block B where the NO2 levels are exceeded.

Environmental Health concur with the findings of the air quality report, including the mitigation measures to block A. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy.

d) Wind

Given the overall scale of the development, a wind microclimate study has been prepared in support of this planning application. The report concludes that the wind conditions are generally expect to be suitable in terms of pedestrian safety around the application buildings.

There is likely to be a funnelling effect as a result of the buildings around Blossom Street and Great Ancoats Street. This is likely to lead to an exceedance of the comfort levels for pedestrians around the entrances to the buildings.

The report recommends that such impacts can be appropriately mitigated against through the introduction of suitable screens, baffles and soft landscaping around the perimeter of the application site.

Effect of the development on the proposed residents

a) Commercial operations

In line with the comments of Environmental Health, and in order to protect residential amenity, it is recommended that the operation hours of the commercial development are restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00. This will also ensure that the development complements to residential nature of the area by preventing the uses from becoming late night uses.

b) 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 would 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 would 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 would 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 is likely to require some additional plant. It is unclear at this stage what will be required and therefore the 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 would be from road traffic and close proximity to the activities elsewhere within the City Centre. Given the location along Great Ancoats Street and Blossom Street it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources. The building has been provided with a mechanical ventilation system which allows for natural cooling and ventilation within the apartments without having to open windows.

Environmental Health has considered the contents of the report. They have requested further details on the specification of the ventilation system and the final of the glazing and façade treatment to ensure that it meets the relevant noise criteria.

It is therefore recommended that a condition of the planning approval is that such details are provided in the interest of residential amenity (and air quality see above).

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. This is capable of being covered by condition which is recommended to be part of any 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.

c) Fume extraction

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

d) Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which is required 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 – 15 x 1100 litres;
- Pulpable recycling – 8 x 1100 litres;
- Mixed recycling – 8 x 1100 litres; and
- Organic waste – 9 x 240 litres.

There are two dedicated internal bin stores within block A and B for the residential occupiers of this development. Whilst there is sufficient room within each apartment to store and segregate a small amount of waste, the residents would be encouraged to take their waste to the refuse stores on the ground floors of the building in order to actively encourage recycling.

In terms of the commercial element of the proposal, as the end user is not yet known it is more difficult to calculate waste requirements. Within block A there is a dedicated refuse store for the two commercial units within this building. This would accommodate up to 7080 litres of waste. The layout submitted with the application shows that 6 x1100 litre Eurobins and 2 x 240 litres wheeled bins can easily be accommodated within this area. There is no dedicated refuse store for the commercial unit within block B given the overall size of this unit. There would though

be sufficient space within this unit to accommodate waste internally or there would be access to the residential store. It is important that waste is dealt with and it is therefore recommended that a strategy for this unit is covered by condition.

In terms of waste servicing, the refuse store doors are located on the Gun Street elevations which means the refuse bins can simply be manoeuvred onto the highway when the refuse vehicle arrives on collection day. This would avoid the bins waiting on the highway for collection and allows them to be returned to the internal bin store immediately.

Environmental Health has 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 an A3 use. 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 have been well considered as 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.

e) Accessibility

The proposal is considered to provide accessible accommodation. There is lift access to all the floors. 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

Given the perimeter block arrangements for each of the blocks there is no provision for an external (or internal) amenity area. The residents would, however, have access to external amenity areas such as Cutting Room Square and Cotton Field Park which are a short walk from the application site.

Given the size of the apartments there would be a spacious feel to the development and the provision of double height window openings would ensure that there is light and a sense of space. Some of the upper level apartments also have an external balcony area.

The perimeter plot development provides the opportunity to improve the public realm around the development particularly as there will need to be alterations to the local highway network. It is therefore recommended that a condition of the planning approval is that details of the public realm are submitted for approval.

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 highly sustainable location of the application site particularly that the site is accessible to a range of transport modes and its close proximity to a range of amenities and services.

The nearest major transport node is Piccadilly train station which is within 9 minutes' walk of the site and Shudehill Interchange which is within 8 minutes' walk. These nodes provide access to train, tram and bus travel across the City Centre and beyond.

Given the highly sustainable location of the application site, within the expanded City Centre, careful consideration has been given to the level of car parking that is necessary to support a development of this nature.

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

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

This proposal seeks to provide 10 car parking spaces with block A which will serve the development. This equates to 7% provision.

The recently adopted Manchester Residential Quality Guidance provides specific guidance on what constitutes a suitable level of car parking for high density apartment scheme in the City Centre.

For apartment schemes within the city centre, there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of demand. Conversely, the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement. In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

The guidance goes on to state that for City Centre developments:

“There is a need to create a critical mass, mix and diversity of apartment / house types in the city centre and therefore a site by site consideration of appropriate car parking provision based on an assessment against key criteria”

This criteria is as follows:

- Secure cycle parking in excess of 50% provision relative to apartment numbers;
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.
- Demonstrating that provision of full parking provision will unacceptably compromise the development's active frontages and relationship with the street, and evidence that an alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

As this proposal is a PRS scheme, occupants of the development would 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. This is consistent with the design guide which recognises that car ownership for those renting can be viewed more as a constraint than a requirement.

The applicant outlines within their supporting documentation that they believe the right balance has been achieved between providing car parking for the occupants of the development together with taking advantage of and promoting the sustainability of the application site.

It should also be noted that the provision of a higher level of car parking at the site would also compromise the ability to provide active ground floor frontages to the development which is a highly desirable feature of this development.

However, in mitigation of the low level of car parking at the application site, the applicant has considered a robust travel planning strategy for the site which is in line with the criteria outlined above.

This includes the following:

- 147 secure cycle spaces (100% provision per apartment, 62 % provision per bedroom);
- Provision of 34 dedicated car parking spaces at any nearby NCP car park with the ability to purchase discounted season tickets (nearest NCP is at the Northern Quarter which is a 5 minute walk away and has provision for 700 spaces);
- Provision of a new car club on Blossom Street with the applicant funding the necessary traffic regulation order (TRO);
- One year 'taster' membership to the car club for each household.

It is considered that this travel plan strategy provides a range of choices for the occupants of the development rather than making provision for a higher level of car parking at the application which may largely remain unoccupied if residents choose a lifestyle of no car ownership given the sustainable location.

It is also recognised that should residents have a car which they cannot store at the application site, then there are numerous pay and display car parking in the local area with parking free between the hours of 18:00 and 08:00. These parking restrictions would help to ensure that any additional parking demand from this development would not result in any negative effects on residential amenity in the local area in the day time.

Highway Services have acknowledged that the car parking associated with this development is low. However, it is considered, when the proposed travel plan strategy is measured against the criteria within the design guide the applicant has appropriately made the case for low level car parking provision in this instance. The available parking within the NCP will be around 30% which is within a 5 minute walk for residents. This together with the availability of a car club outside of the development together with discounted membership, provides a real alternative car choice for the occupants of the development. There will also be a high level of secure cycle parking which is in excess of the 50% required by the design guide.

It is recommended that this implementation of this travel plan strategy is a condition of the planning approval.

The dimensions of the car parking spaces meet the standards required by Highway Services and there is a 6 metre manoeuvring area between the spaces. A swept path analysis should be provided to show that vehicles can manoeuvre safely within the car park along. In line with the comments of Highway Services, it is recommended that a condition of the planning approval is that appropriate information and swept paths are provided showing that vehicles can enter the car park off the highway appropriately together the stacking capacity and operation of the entrance door.

In terms of the impact on the local highway network, Highway Services and TfGM have determined that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

The vehicular access to the car parking area within block A will be off Gun Street. In order to facilitate the means of access, alterations to the adopted highway will be required together with the reinstatement of redundant footways and creation/improvement of the public realm.

It is essential that any alterations to the highway and footways are done to a high standard in order to ensure a desirable public realm is created. It will also be necessary to amend existing TROs on Blossom Street (to relocate existing pay and display machines and create the new car club bay) together with creating a new TRO along Gun Street to protect the proposed vehicular entrance to the car park and make the pedestrian environment along Gun Street safe. It is therefore recommended that a condition of the planning approval is that these highway improvement works are agreed including any relevant materials and that these works are implemented prior to the first occupation of the residential element of this development.

As detailed above, and in order to support the sustainable location of the application site and the modal shift from away from using a car, a total of 147 secure cycle spaces will be created (86 in block A and 61 in block B). This equates to 100% provision. This is considered to be an appropriate number and will help occupants of the development take advantage of the sustainable location.

Highway Services have requested the entrance of the cycle store be repositioned away from Gun Street and on to Blossom Street. It is not considered that this is a viable alternative as it would remove the active frontage from Blossom Street. It is not considered that there are any undue safety concerns with regards to the entrance particularly as the access for block is down a secure route off the highway.

The transport assessment has also considered the servicing of the development for both the residential and commercial elements. Refuse collection will take place from Gun Street. These arrangements are considered to be satisfactory given the frequency of such events occurring. In addition, Highway Services are satisfied that a 11 metre refuse vehicle can access/agrees Gun Street in a forward gear.

Highway Services have requested that prior to the commencement of the construction process it will be necessary to understand the impact on the local highway network. This should form part of the conditions of the planning approval.

Overall, it is considered that the development would have a minimal impact on the local highway network and there would be adequate car and cycle provision to serve the needs of the development. Travel planning would 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. The Flood Risk Management Team originally raised an objection to the proposal, however, further information submitted by the applicant has been able to satisfy any concerns.

The flood risk management team do consider that further details on the drainage system do need to be submitted together with a future management regime. However, these matters can form part of the conditions of the planning approval.

Sustainability and energy efficiency

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

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

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

The applicant has provided an energy and environmental standards statement in respect of their planning application. This states that the proposed development will reduce its carbon footprint by using a highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting.

In terms of the heating system of the building, a combined heat and power system and associated thermal storage to generate hot water will be introduced.

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 water efficiency and energy standards.

The applicant has provided details of the energy efficiency, particularly how the development incorporates water management and water resilience measures, waste and construction management and biodiversity. In terms of energy efficiency, the

proposed development will maximise energy efficiency and will incorporate low zero carbon generating technologies which will seek to minimise energy use and associated CO2 emissions

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

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

Designing out crime

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

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

A series of recommendations have been provided to improve the accommodation from a security perspective which include ensuring that the ground floor areas are secure, appropriate lighting is used and car parking entrance is secure.

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

Ground conditions

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

The initial site investigation report has been considered by Environmental Health and the Environment Agency. They have recommended that further investigation works are required. In addition, given the anticipated contamination levels at the site, the Environment Agency have requested that any pilling at the site be considered in order to ensure that there will be no impact on surrounding water courses.

It is recommended that a series of 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

It is recommended that a condition of the planning approval is that a construction management plan be submitted prior to the commencement of the development in order to assess the highway implications of the construction activities. Such a plan should include details of a routing strategy, site compound, staff car parking and matters such as wheel washing and dust suppression measures.

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.

The strength of feeling associated with the loss of the substation is acknowledged and this has resulted in a large number of representations concerning its impact on the heritage value and significance of the Conservation Area. It is considered that appropriate consideration has been given to the buildings demolition and the associated impacts on the significance of the Conservation Area. It should be noted that Historic England have not raised any objections to the loss of the building and have welcomed the addition of a high quality building to the local area.

Conclusion

Overall, it is considered the proposal would act as a catalyst in the regeneration of the Ancoats area as it would deliver a high quality residential led mixed use development. High quality apartments in this location would provide a range of housing choice within the private rental market. The architecture of the buildings includes the use of a robust palette of materials providing a landmark addition, particularly to the Great Ancoats Street frontage. Consideration has been given to the impact of the development on the historic environment, particularly the nearby Listed Buildings and Ancoats Conservation Area. The proposal would not give rise to any unacceptable impacts on the local highway network and matters of waste, car parking and sustainability are all well considered as outlined in the report

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 polices 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 **MINDED TO APPROVE** subject to the receipt of revised drawings

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

Supporting Information

Food risk overview and drainage strategy assessment prepared by Scott Hughes (ref. 3036 Rev 4) stamped as received by the City Council, as Local Planning Authority on the 14 December 2016

Heritage statement prepared by Stephen Levrant Heritage Architecture, Air Quality Assessment prepared by Wardell Armstrong (LE13311 rev 001), ventilation

statement prepared by Future serv, transport statement prepared (ref. 160907/SK21589/TS01(-02), Crime Impact Statement prepared by Design for Security (Version A 11 May 2016), Noise Impact Assessment prepared by Dbx, waste management strategy, extended phase 1 and inspection for bats prepared by Penny Anderson Associates Ltd, wind microclimate prepared by BMT fluid Mechanics, TV baseline survey prepared by Pager power, historic desk based assessment prepared by pre=construct archaeology, planning statement prepared by Deloitte, energy statement prepared by future serv, environmental standards statement prepared by future serv, daylight and sunlight impact assessment prepared by Michael Scanlan (ref 1446 MPS rev 01) stamped as received by the City Council, as Local Planning Authority, on the 27 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) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

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

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

- A Historic England level 2 historic building survey of the substation;
- Evaluation through trial trenching;
- informed by the above, more detailed targeted excavation and historic research (subject to a new WSI).

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

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

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

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

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

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

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

5) Prior to the demolition of the all the existing buildings at the application site a bat activity survey (including appropriate mitigation where necessary) 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 demolition of the buildings.

Reason – To ensure a suitable survey is carried out to determine the possible presence of bat activity and any appropriate mitigation put in place due to the loss of the bat habitat provided by the existing buildings pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) No demolition works shall take place during the optimum period for bird nesting (September to March inclusive) unless nesting birds have been shown to be absent.

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

7) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason – Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

8) Notwithstanding the Flood risk overview and drainage assessment prepared by Scott Huges (ref. 3036 Rev 4) stamped as received by the City Council, as Local Planning Authority on the 14 December 2016, prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority.

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

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

9) Notwithstanding the desk study prepared by applied Geology stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, a) 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 before the residential element of the development is occupied.

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.

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;

- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

11) 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.

12) Prior to any above ground works, details of the boundary treatment shall be submitted for approval in writing by the Council, as Local Planning Authority. Such details shall include the railings and walls to the townhouses and the junction of the pillars to the ground. The approved details shall then 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.

13) 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).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards statement and energy statement prepared by Future Serv RPS stamped as received by the City Council, as Local Planning Authority, on the 27 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.

15) Notwithstanding the noise impact assessment prepared by dBx Acoustics (ref. 16031 R01) stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, prior to the first occupation of the residential element 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 residential element 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).

16) Notwithstanding the noise assessment prepared by dBx Acoustics (ref. 16031 R01) stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, prior to the first use of the commercial units as indicated on 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be retained and maintained for as long as the development remains in use.

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

17) Notwithstanding the noise assessment prepared by dBx Acoustics (ref. 16031 R01) stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall thereafter be retained and maintained in sit u for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Prior to the first occupation of the residential accommodation, the refuse stores, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016 and the waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016 shall be implemented.

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

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

19) Notwithstanding the waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, prior to the first occupation of the commercial units indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, details of an appropriate waste management strategy 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 units and thereafter retained and maintained in situ.

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

20) Prior to the first use of each of commercial units, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

21) Prior to the first use the commercial units as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

22) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

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

23) 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.

24) 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).

25) The commercial units hereby approved, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs – 23.00hrs

Sundays 09.00hrs – 23.00hrs

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

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

26) The 3 commercial units as shown on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016,,

shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

27) The 3 commercial units, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, can be occupied as A1 (excluding convenience retail), A2, A3, B1 and D1 (excluding a place of worship). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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 .

28) In the event that any of the commercial units, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016,, are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

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

29) Prior to the first occupation of the residential element 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.

30) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 27 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.

31) The development hereby approved shall be carried out in accordance with the Transport Statement stamped as received by the City Council, as Local Planning Authority, on the 27 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).

32) Prior to the first use of the building, the provision of 147 cycle spaces/provision, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 2016, shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

33) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing 0276_03_100 Rev F stamped as received by the City Council, as Local Planning Authority, on the 14 December 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).

34) Prior to the first use of the residential element of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Great Ancoats Street, Gun Street, Blossom Street and Henry Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Alternation/re-instatement works to the adopted highway including the installation of Traffic Regulation Orders (TROs) for the following:
 - o proposed car club bay on Blossom Street;
 - o New TRO to Gun Street to prevent on street parking and improve pedestrian safety;
 - o Relocation of pay and display machines to Blossom Street.
- Improvements to the public realm including details of materials (including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

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

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

35) Prior to the first occupation of the development, details of the strategy and implementation of the off-site car parking strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in sit-u.

Reason – To ensure adequate car parking provision is made available to the occupants of the development off-site pursuant to policies SP1, T1, and DM1 of the

Manchester Core Strategy (2012) and the Manchester Residential Quality Guidance (2016).

36) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 27 September 2016, within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

37) Notwithstanding the Air Quality Assessment prepared by Wardell Armstrong and the Ventilation statement prepared by Future serv stamped as received by the City Council, as Local Planning Authority, prior to the first occupation of the residential element of the proposed development details of the mechanical ventilation system shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ.

Reason – in the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential element of the development hereby approved, details of the location of a car club bay shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and made available prior to the first occupation of the residential element of the proposed development and thereafter retained and maintained in situ.

Reason – In order to provide an alternative to onsite car parking provision and to promote alternative transport measures pursuant to policy T1, T2 and DM1 of the Manchester Core Strategy (2012) and the Manchester Residential Quality Guidance (2016).

Informatives

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

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

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

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

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

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

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

- - Surface water drainage
 - 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, as the site is located within Conurbation Core Critical Drainage Area. Existing rates should be based on the capacity of the existing drainage system;
 - 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);
 - Hydraulic calculation of the proposed drainage system;
 - Construction details of flow control and SuDS elements.
- 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.
- Foundations - Where deep foundations are proposed we recommend the developer follows the guidance set out within our document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' which is available on our website at the following address: <http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>

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: 112256/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
Planning Strategy
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency

Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Environmental Health
MCC Flood Risk Management
Highway Services
Planning Strategy
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
United Utilities Water PLC

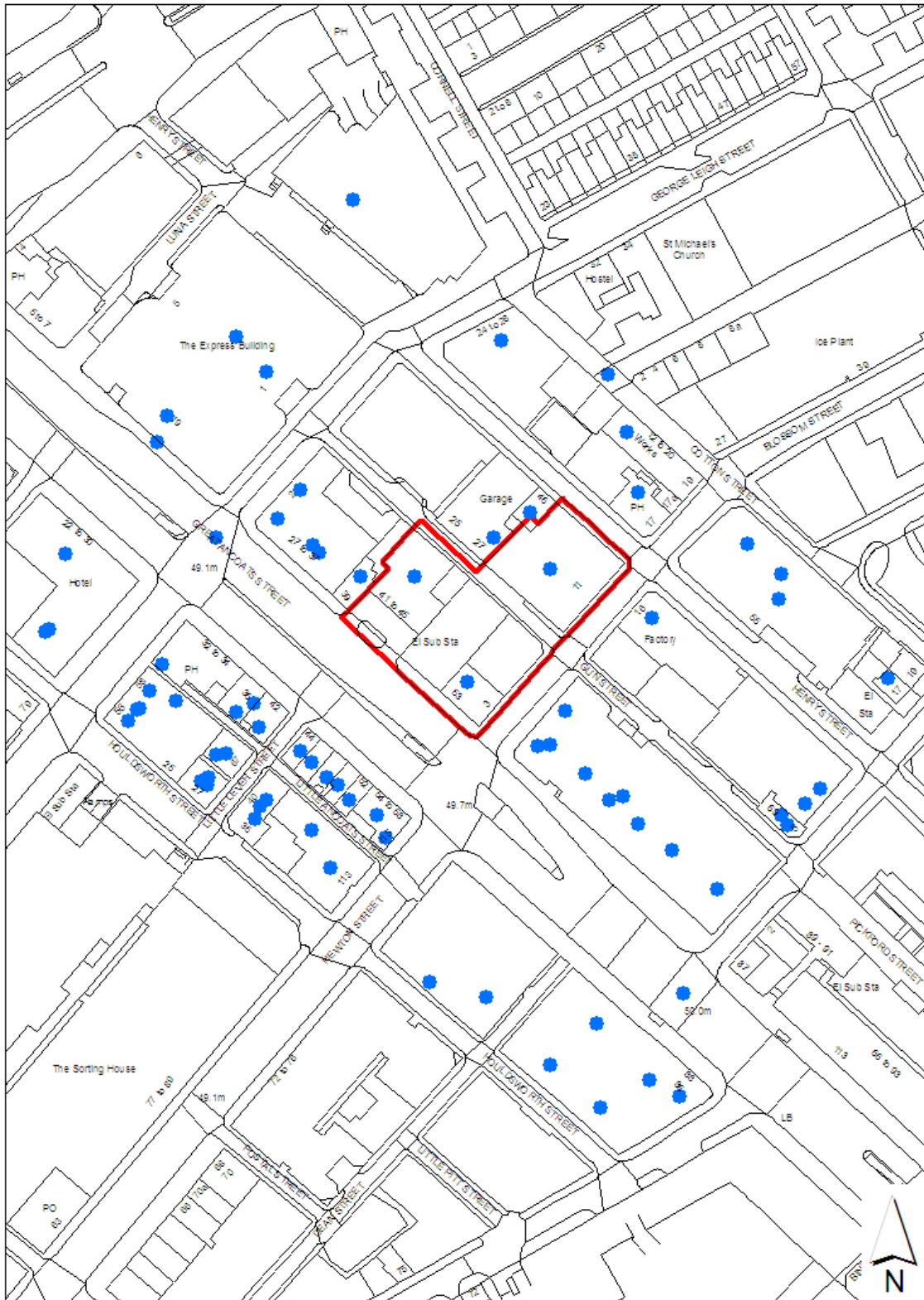
A map showing the neighbours notified of the application is attached at the end of the report.



Representations were received from the following third parties:

OS 711 Royal Mills, Cotton Street, Manchester, M5 5BW
21 Lockyard lane, Manchester, M4 6JN
Flat 4, 37 Clyde road, Manchester, M20 2JJ
Apartment 98, 2 advent way, Manchester, M4 7LL
MC 505 Royal Mills, 16 Jersey Street, Manchester, M4 6JA
Apartment 301, Manchester, M4 5lx
46D Albionworks, 12 Pollard Street, Manchester, M4 7AQ
1a Railway Terrace, Chorlton, Manchester, M21 0RQ
Apartment 20, Munday Street, Manchester, M47BB
81 milliners wharf, New Islington, Manchester, M4 7bb
402 Iceplant, 39 Blossom St, Ancoats, Manchester, M4 6AP
Flat 8, 14-16 Circular Road, Manchester, M203LP
29 Lockyard Lane, Manchester, M46JN
27 Gun Street, Ancoats, Manchester, M4 5DN
12 Locksley Close, STOCKPORT, SK4 2LW
35, Warwickgate House, Old Trafford, M16 0RZ
9, The Waterhouse, 78a Pinstone St., Sheffield, S1 2HJ
MC 606, Royal Mills, 16 Jersey St, Ancoats, Manchester, M4 6JA
Apt 14, 2 Waterfront, Manchester, M11 4AF
15 Garforth Avenue, ancoats, Manchester, M4 6JS
508 Mcconnell, 16 Jersey Street, Manchester, M4 6JA
Apartment 606, 2 Lampwick Lane, Manchester, M4 6BX
Flat 1, 64 Demesne Road, Whalley Range, Manchester, M16 8PJ
Apartment 11D, Albion Works, Pollard Street, Manchester, M47AQ
Flat 20, 2 Poland Street, Ancoats, Manchester, M4 6BR
11 Harcourt Street, Stretford, Manchester, M32 0JB
22 Second Avenue, Clayton, Manchester, M11 4LX
15 Garforth Avenue, Ancoats, Manchester, M4 6JS
NS 512 Royal Mills, 2 Cotton Street, Manchester, M4 5BD
Flat 28, 2B The Waterfront, Manchester, M11 4DB

14, Garforth avenue, Manchester, M46js
402 paragon mill, Manchester, M45ax
59 Alder St, Salford, M6 5WD
110A, Mill Brow, Worsley, M282WL
10 Wincombe st, Manchester, M14 7PJ
Apt 44 Velvet House, 60Sackville Street, Manchester, M1 3WE
502 Fairbairn Building, Henry Street, Manchester, M45DH
19 Garforth Avenue, Manchester, M4 6JS
29 Urban Road, Manchester, M33 7TG
407 Kennedy Building, 6 Murray st, Manchester, M46HS
108 Albert Mill, 50 Ellesmere st, Manchester, M15 4jy
Flat 7 Hudson Building, Great Ancoats Street, Manchester, M4 5AE
59 Great Ancoats St, Manchester, M45AH
Apartment 55 MM2 Building, Pickford Street, MANCHESTER, M4 5bs
25 Albion Street, Manchester, M16 9LZ
Apartment 30, Block A, 12 Pollard Street, Manchester, M4 7AJ
APARTMENT 7, 4-6, UNION STREET, MANCHESTER, M4 1pt
loft 50, Piccadilly lofts Dale st, mancheater, m1 2pe
98, Melbourne st north, Ashton under lyne, O16 8le
Apt 14, 2 Waterfront, Ancoats and Clayton, Manchester, M11 4AF
RM 312 Royal Mills, Cotton Street, Manchester, M4 5BZ
Apt 610 Iceplant, 39 Blossom St, Manchester, M4 6ap
19 Mere Close, Sale, Greater Manchester, M332RT
9 Shakespeare Road, Prestwich, Manchester, M25 9gw
214 Express Building, 5 Luna Street, Ancoats, M4 5LX
505 Chips, Manchester, M4 6BX
Flat 410 The Linx, Manchester, M4 4AR

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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