

| Application Number | Date of Appln | Committee Date | Ward |
|--------------------|---------------|----------------|--------------------------|
| 109840/FO/2015/N1 | 1st Jun 2017 | 27th Jul 2017 | Ancoats And Clayton Ward |

Proposal Erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings

Location 40 Swan Street, Ancoats, Manchester, M4 5JG

Applicant Mr David Todd , Highland Properties Ltd, 10 Stitch Lane, Stockport, SK4 2LS

Agent Mr Alberto Yebenes, Hodder + Partners, SGI Studios, 1 Kelso Place, Manchester, M15 4LE

Description

The application site is approximately 0.17 ha and is bounded by Swan Street, Cross Keys Street, Mason Street and Cable Street and forms part of an area known as New Cross situated on the edge of the City Centre. A development framework has been adopted which sets out a masterplan for the redevelopment of the area.

The site is currently occupied by a series of single storey buildings forming a vacant retail/warehouse fronting Swan Street and MOT Garage to Cable Street. There is also a small area of surface level car parking. The topography of the site is relatively flat as is the wider New Cross area. There is limited vegetation on the site and much of what is present is poor quality and self-seeded.

The wider area consists of a mixture of surface level car parks to the north of the site together with converted buildings used for warehousing. The building along the frontage with Swan Street consist of ground floor commercial units with upper floor uses/storage.

Immediately to the north of the site, a plot of land is currently being developed for a part 8, part 9 storey hotel which was recently granted planning permission. This development marks one of the first new developments within the area as part of realising the vision outlined in the New Cross Development Framework.

On the opposite side of Swan Street is the Smithfield Conservation Area which consists of a variety of commercial and residential uses which are located in the Norther Quarter of the City Centre.

The application site is also located close to and has access to amenities and services along Great Ancoats Street and is in walking distance to the activities of the City Centre with its associated public transport facilities. The nearest major transport

node is Manchester Victoria where there is access to rail, bus and tram services across the City Centre and beyond.

The applicant is seeking planning permission for the erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings

Consultations

Local residents/public opinion – The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and affecting a right of way. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to local residents and businesses.

No representations have been received.

Strategic Development Team –Are supportive of the application and are happy that it accords with the strategic vision/development and design principles of the NDF. The clear preference for the Council would be to see all land interest be included in a comprehensive development for the whole site as proposed.

Highway Services – The trip rates and potential traffic impacts have been assessed in the submitted transport assessment and comparisons have been drawn from interrogations of the TICS database. The results show that only a low level of vehicle traffic would be generated by the apartments during the AM and PM peak periods, with less than 10 two way trips produced in either the morning or evening peaks. No detail is provided regarding trip generation from the proposed ground floor commercial uses, however, it is accepted that given the City Centre location, the number of trips generated are unlikely to impact highway safety/operation.

The proposed vehicle crossover to Mason Street will require a dropped kerb installing. Any existing redundant dropped kerbs around the site will require reinstatement. The existing footway around the site is in a poor condition. It is therefore recommended that the whole footway adjacent to and contiguous to the development boundary is renewed with the provision of dropped kerbs and tactile paving to the junctions around the site.

The proposed works to the highway will be required to be undertaken through s278 high agreement and this should be secured through a planning condition.

A travel plan framework has been prepared which sets out a list of measures that could be implemented to influence modal choice together with a management strategy for producing a full plan. Further consideration should be given to this document and this should be secured through a condition.

Vehicle access to the proposed basement car park is proposed via Mason Street. This arrangement is acceptable in principle. It should be confirmed that there is sufficient space off the highway for vehicles to wait and that the access/ramps will be

sufficient width to accommodate two way passing traffic. Further detail is also requested regarding the arrangement for vehicle access.

To ensure sufficient vehicle/pedestrian indivisibility at the points of vehicular access, an appropriate line of sight is required with no solid obstruction from 600mm upwards of the ground.

There are a number of doors which open outwards. The doors should not open out across/impact on the adopted highway.

There are 34 on plot car parking spaces proposed representing 33% parking provision and 112 cycle spaces (109%) provision. There will be 3 disabled car parking spaces (9%). The car and cycle parking levels for the development are acceptable given the accessible location.

It is not clear how vehicles will be able to access/egress spaces 16 to 34?? And a swept path should be provided demonstrating access to these spaces. Further details should also be provided regarding the car park ramp.

The servicing for refuse will take place via Cable Street.

A construction management plan should be provided.

Environmental Health –Further information should be submitted in respect of ground condition particularly a site investigation proposal and risk assessment report together with remediation proposals. A verification report will be required to be submitted on completion of any ground conditions works.

Flood Risk Management Team –A detailed drainage strategy shall be agreed for the site together with a verification and management regime.

Design for Security at Greater Manchester Police – A crime impact report has been prepared in respect of this planning application. The development should be carried out in accordance with the recommendations in the report and secured by design accreditation should be a condition of the planning approval.

Greater Manchester Ecology Unit (GMEU) –The application is supported by an ecology report. The survey found the site to have limited ecological interest with low to negligible bat roosting potential. A number of precautionary recommendations have been made in relation to bats and breeding birds and these should be attached to any planning permission.

Greater Manchester Archaeological Advisory Service (GMAAS) –An architectural assessment has been submitted in support of this planning application. The report concludes that the only good potential for below ground archaeology remains relates to the second half of the 19th Century, but these remains can be considered to be of low significance. Earlier deposits which may have more significance are likely to have been badly damaged by later 19th Century development.

GMAAS concur with the conclusions and that no further archaeological mitigation is required for this site.

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

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

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

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

Policy

The Development Plan

The Development Plan consists of:

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

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

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

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

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

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

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

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

- Improve choice by developing alternatives to the car;

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

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

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

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

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

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

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

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

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of

the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,

- The proposal is appropriate in terms of its scale and function to its location.

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

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

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

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

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

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

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

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

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

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

Developers should take advantage of these opportunities by:-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;

- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Flood risk and drainage.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

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.

New Cross Neighbourhood Development Framework (July 2015)

The New Cross Development Framework was adopted by the City Council's Executive in July 2015. This document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe,

accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

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

trebled over the last decade and subsequently further enhance the City Centre economy”

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

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

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework

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

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

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

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

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

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

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

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

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

Paragraph 59 goes on to state that:

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

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

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

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

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

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

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

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

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

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

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

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

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

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

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

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

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;

- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

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

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

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

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

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

In order to meet the objectives of these policies, this proposal seeks to create 103 residential units along with 570 sqm of the commercial floorspace. As a result, this development will contribute to delivering 20% of new residential development in North Manchester.

Policy H1 also seeks to ensure good quality family housing. This specific proposal will be for sale and provides the opportunity to provide 73% two bedroom accommodation.

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

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

Material planning considerations

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

- Phasing;
- 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.

Phasing

The development is anticipated to be delivered on a phased basis due to current constraints with regards to landownership. Whilst these are resolved, aspects of the development can commence. However, in order to ensure that a comprehensive redevelopment of the application site takes place, it is recommended that a condition of the planning approval is that a phasing plan is agreed including timetable for implementation of the phases. This should form part of the conditions of the planning approval.

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 sites 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.

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 for sale. 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 together with several developments in the New Cross area which will be for PRS. The need, in this instance, and to comply with policy, is for high quality properties for sale.

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.

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 New Cross Neighbourhood Development Framework.

Residential development - density/type/accommodation standards

The proposal will provide 103 residential units within the development. This represents a development of 606 units per hectare. Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre.

The New Cross development framework provide further detail on what density is appropriate for this site. The plot is expected to provide a medium density development of between 400 to 600 units per hectare. Whilst this proposal is considered to represent a dense form of development at 606 units per hectare, it is representative of the densities considered appropriate for a City fringe location as detailed within the Core Strategy and the NDF.

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 Guide which has recently been published for consultation. This outlines space standards for new accommodation across the City.

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

- one bed apartments(1 bed two person) – 28 (27%) 46 sqm;

- two bed apartments (2 bed three person)– 75 (73%) 58-65 sqm;

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

The apartments will be for sale on the open market. It is considered that this will help meet the growing demand for high quality accommodation in this part of the City. This in turn will help diversify the tenure in the local area with the accommodation. However, the availability of 2 bedroom accommodation within the development could also be attractive to families wishing be in close proximity to the City Centre and enjoy the local amenities.

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

Commercial development

The proposal will provide two commercial units

- Unit one – corner of Swan Street and Mason Street (285 sqm); and
- Unit two – Cross Keys Street (285 sqm).

The total floor space created by the commercial development is 570 sqm and the applicant has applied for uses falling within A1, A2, A3, B1 and D1 (excluding a place of worship).

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 that that proposals for other town centre uses, will be assessed in accordance with policies C1 and C9 of the Core Strategy.

The application site is not identified within the list of defined centres outlined within policy C1. The nearest centre is the City Centre which is a short walk from the application site. However, it should be noted that the application site is no deemed to form part of the expanded City Centre.

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

This proposal seeks to create 570 sqm of commercial floor space. As such, it is considered that the impacts of the floor space will only impact on the local area and not any nearby defined centre. As such, it is not necessary to undertake any form of sequential test. The proposal will support the objectives of the New Cross Development Framework which seeks to provide a new residential neighbourhood that has a range of ancillary facilities which support that neighbourhood.

In this instance, it is considered that this quantum of floor space is acceptable in this location, in order to support the aspirations of the development framework and create a welcomed active frontage to Swan Street, Mason Street and Cross Key Street the later of which is to form a new pedestrian street through the heart of New Cross. This has been fully assessed against national and local policy.

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

The development does fall within a parade of 8 or more shops along Swan Street and will therefore add to the vitality and viability of this parade together with provide an active frontage to a section of Swan Street which is currently poor quality and largely vacant.

The applicant has also applied for uses within B1 and D1. Whilst there is no objection in principle to these uses, it is recommended that the type of D1 accommodation is restricted to not include places of worship which have particular characteristics and impacts which need to be 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.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. It should also be noted that the New Cross development framework envisages a 6-8 storey building on this site that follows the perimeter of the site and responds positively to the grid pattern along with creating new public realm and a pedestrian link along the site boundary to the north.

The proposed development will remove a partially vacant, previously developed site, within the heart of the New Cross area and key frontage with Swan Street. The site currently has a negative impact on the visual amenity of the area and, as such, this planning application marks some of the first major schemes to be considered for New Cross and provides an opportunity to improve the visual quality of this key site.

When the application was first submitted to the City Council the application did not include a parcel of land on the corner of Swan Street and Cross Keys Street due to landowner issues. Following lengthy discussions with the applicant, this land has now been included in the proposal which has also resulted in amendments to the form and scale of the scheme.

The application site is uniform in shape and has site boundaries with Cable Street, Mason Street, Swan Street and Cross Keys Street. The proposed development responds positively to these road frontages by providing built form along the perimeter of the application site and strengthening the urban grain. The main pedestrian entrance to the building will be from Swan Street which will also benefit from an enhanced public realm as the building cuts back at ground floor providing an inviting space. The remainder of the ground floor of the development will be occupied by commercial which provide active frontages to Swan Street, Cross Keys Street and Mason Street.

A basement car park is provided which also contained the lockable cycle store and this is accessed from Cable Street.

Large amounts of glazing/curtain wall is arranged at the ground floor level to provide interest in the street scene and to provide views into the internal spaces. This arrangement is welcomed particularly along Cross Keys Street which is envisaged to be a key pedestrian route into the heart of the New Cross area.

In terms of the scale of the development, the surrounding context provides little reference. The immediately adjacent buildings along Addington Street, Cable Street and Swan Street range from 3 to 4 storeys. The New Cross development Framework, however, provides further detail about the envisaged building heights across the framework area.

The application site is envisaged to provide a building of 6-8 storeys whilst plots to the north (along Rochdale Road) are anticipated to rise further between 8-10 storeys. Other surrounding buildings to the south range between 4 and 6 storeys with the blocks to Swan Street/Cable Street rising to 7/8 and 9/11 storeys. The change in scale across the development framework area is intended to ensure that height and scale is achieved around the main road network with a gradual transition to lower scaled buildings within the centre of Zone A.

The proposed development is part 5 part 7 storeys and therefore within the parameters of the development framework. It is recognised that a building of this scale will mark a change in the street scene from the existing low rise buildings on the site. However, it is considered that the proposal responds appropriately to its context and that of the development framework.

The height of the development framework is considered appropriate as it helps to emphasise that there are two distinct volumes to this building. The five storey element responds to the more low rise buildings along Swan Street, including the fact that the building is situated opposite the Smithfield Conservation Area. The 7 storey element is set back from the Swan Street elevation and therefore the massing is created towards the other elevations along Mason Street, Cross Keys Street and

Cable Street. This is considered entirely appropriate given the scale of the other building anticipated within the framework area together with the part 8, part 9 storey hotel which is under construction adjacent to the application site along Cable Street.

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

A robust palette of materials has been chosen with the predominant material being brick. However, the proposal seeks to mark a change from the use of red brick which is predominant in the area in favour of a grey brick.

It is considered that the use of this brick colour is acceptable in this instance. As the new neighbourhood develops within New Cross, a variety of building designs will be creating that will provide the area with a distinctive sense of place that will sit alongside the more historical red brick buildings. Notwithstanding this, it should be noted that the use of different coloured brick is evident in some of the emerging buildings in New Cross together with the more historical buildings in the area.

The brick will be arranged in a grid with recess brick work to form balcony areas together with vertical glazing. Amendments have been sought during the course of the application with regards to the large amount of brick work that was not broken up with any features such as glazing. The applicant has now amended the proposal and it is considered that all elevations of the building are appropriate in that they offer a high quality façade.

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

Overall the siting and layout of the development maximises the relationship with the surrounding road network by responding to the grid network with a perimeter block arrangement. The scale of the development responds appropriately to the scale of developments that will emerge within the area along with a high quality design that will activate frontages along with providing new public realm. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the New Cross development framework.

Impact on the historic environment

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

With regards to the historic environment of the application site, the Ancoats Conservation Area is located to the east of the application site along Oldham Road and the Smithfield Conservation Area is located directly opposite the application site towards the south east.

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

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

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

With regards to the significance of the Smithfield Conservation Area, historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Principal amongst them is the retail fish market, which is now the craft village. This building, significant among indoor markets, was an extension to the original retail fish market constructed during the 1890s.

The Smithfield Market Hall on Swan Street is a two-storey stone building dated 1858. The detail around the main entrances takes its inspiration from the architecture of classical Greece, and each principal semi-circular arch has a bull's head carving on the central large key block. Originally a meat market, it soon became a vegetable market, and in recent years has been a training workshop for the Greater Manchester Youth Association.

No. 29 Swan Street is a Ruskinian Gothic-style building in orange-red brick with stone dressings. It has coloured bricks in the arches over the windows, with projecting stone hood-moulds, and also an overhanging oriel window at first floor level. Some of the stonework is richly carved in a leaf pattern, which forms both horizontal cornice banding and decorating near the windows.

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

- the former police and ambulance station (Grade II);
- No 8 Cable Street (Grade II);

- Former Midland Bank (Grade II);
- Crown and Kettle Public House (Grade II);
- Victoria Square (Grade II)'
- 29 Swan Street (Grade II);
- 39 to 47 Swan Street (Grade II). .

The Listed Buildings considered to be most affected by this development are 39 to 47 Swan Street and 29 Swan Street. There are also long ranging views of the proposed development in the context of other listed buildings listed above.

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

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

The report considers that there will be visual impact on the nearest listed buildings together with the Smithfield Conservation Area.

It is considered that the partially vacant nature of the application site together with the low quality buildings on the site currently has a negative impact on the setting of the nearby Listed Buildings and Conservation Area. The erection of a building of this scale, will alter the setting of the historic environment. However, it is considered that this proposal provides the opportunity to provide a high quality and contrasting piece of architecture adjacent the historic environment.

The perimeter block arrangement of the development responds positively to the grid format of the New Cross area providing active frontages at the street level. This will help frame long ranging views into and out of the Smithfield Conservation Area and particularly views of 29 Swan Street and 39 to 47 Swan Street.

It is noted that the development will be seen in the same context as the nearby listed buildings/Conservation Area, however, the building height is consistent with other modern developments in the area. The setting back of 6th and 7th floors from the Swan Street elevation will help minimise any impacts from the scale and massing of the building.

At street level, the proposed development will provide a positive impact with the addition of high quality curtain walling and active frontages together with significant improvements to the public realms. The upper levels of the building will be characterised by a simple but high quality façade. The materials used on the elevations will provide an appropriate contrast to the historic environment.

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

It is considered that the proposed development suitably mitigates against this low level harm that will arise through the public benefits that will be derived from the elimination of a poor quality site within a key regeneration area which currently has a negative impact on the surrounding area particularly Swan Street and the setting of the listed buildings/Conservation Area. Indeed, the proposed building provides the opportunity to improve the visual amenity and architectural quality along Swan Street which is one of the main roads in this part of the City Centre.

The siting of the building and the site layout responds positively to the road frontage thus contributing towards the creation of a sense of place. Furthermore, a distinctive form of high quality architecture will be created at the application site with the use of high quality materials which will respond positively to the scale and form of the building. The street scene will be enlivened with active frontages and enhance public realm providing positive setting to the Listed Building opposite.

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

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

Archaeology

The applicant has prepared a desk based archaeological assessment. This has concluded that there is very little evidence to suggest that there will be any below ground archaeology that will be of any significance. GMAAS concur with this approach and do not require any further investigation to be undertaken.

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.

As the proposal will result in the removal of all existing vegetation and buildings on site, there is likely to be some distribution of habitats. The applicants ecology report has indicated that the site has a low potential to support bats. Provided that a watching brief is maintained during the demolition works, it is not considered any harmful impacts will arise.

With regards to nesting birds, the demolition of the buildings is also likely to cause disruption to any habitats. The report recommends that no demolition/removal of vegetation should take place in bird nesting season. This should form part of any conditions of the planning approval.

Effect of the development on the local environment and existing residents

a) Sunlight, daylight, overshadowing and overlooking

The surrounding buildings are commercial in nature. It is therefore not considered that there will be a loss of privacy or any overbearing or overshadowing impacts from the proposed development.

The introduction of a building of this scale will inevitably affect the local environment, however, the building height and scale is not considered to be excessive.

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.

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 properties in the area for both satellite and freeview. 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

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new developments on existing air quality is reiterated within the NPPF and NPPG which

requires requiring consideration to be given to the impact of a development on air quality particularly where it is known existing consideration are poor.

In line with the above air quality requirements, the assessment submitted as part of the report has considered whether the proposed development would change the air quality during both the construction and operational phases of the development. It should be noted that the application site lies within an Air Quality Management Area (AQMA) where it is already known that air quality conditions are poor.

In terms of the construction phase, it is noted that there will be dust from the construction process. There are, however, no existing buildings on site to demolish which will assist in minimising dust emissions. Notwithstanding this there will be earthworks and above ground construction activities. The report therefore recommends that a dust management plan is prepared during the construction activities. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

Environmental Health concur with these findings in respect of the construction activities. In line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

With regards to the occupational phase of the development, the development will provide 34 car parking spaces. This equates to 33% provision and therefore the majority of residents will travel to and from the development via alternative means. There is also over 100% cycle parking at the development which will enable occupants of the development to take advantage of the high sustainable location and close proximity of transport nodes such as Manchester Victoria station which also has access to rail, tram and bus services across the City and Greater Manchester.

The applicant has committed to providing electric car charging points within their development. As a result of these measures, this will offer onsite travel options which will not contribute to current air quality conditions.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan, electric charging and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

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.

a) acoustic insulation – residential and commercial accommodation

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

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

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

In terms of noise and disturbance from the construction process, provided that 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 proposed development is likely to require 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 the City Centre location and the close proximity to Swan Street. Therefore it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources.

The glazing across the development will have a varying specification with some requiring mechanical ventilation. The applicant's acoustic report considered that a more detailed consideration of the façade will need to take place as the development progresses. As such, in order to ensure that an appropriate system is put in place further testing and acoustic reports are required.

It is therefore recommended that a condition of the planning approval is that such details are provided in the interest of residential amenity.

In terms of the commercial units, as the end users are not yet known it is not possible to determine what level of acoustic insulation is required to protect amenity. Environmental Health consider that it is necessary to condition any approval so such

details are considered and approved prior to the first use of any of the commercial units.

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

b) 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.

c) 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 has been carefully considered. It has been calculated that the following refuse capacity is required for the residential element of the scheme:

- General waste – 11 euro bins;
- Recycling – 6 euro bins-
- Food waste – 2 wheeled bins

A refuse store will be located on the ground floor of the building. There will be an entrance from within the building and the bins will be moved onto Cable Street on collection day by the buildings management team.

With regards to the commercial waste, it is anticipated that this will be stored within the commercial units themselves with their own private collection arrangements.

Environmental Health have considered the information with the waste arrangements being acceptable for the residential elements. Clarification is required in respect of the overall size of the refuse store to ensure that it can accommodated the number of bins required. It is recommended that this clarification is secured by planning condition together with the final arrangements for the commercial units when the end user is known.

Landscaping and amenity space /boundary treatment/public realm

The proposal has given consideration to the provision of amenity space for the occupants of this development. The proposal will provide an external/recessed balcony area for every apartment within the building. This will provide a small but functional area for the residents which can easily be used for outdoor recreation, the drying of clothes and a small amount of storage if necessary. This approach to

private amenity space is welcomed and is considered to be acceptable in this context.

There are no communal or external areas of amenity space for the development. There is, however, an opportunity to make improvements to the external public realm around the application site. The footways are currently in a very poor state of repair and there will be a requirement to re-instate redundant areas of footway to make the pedestrian environment safe to use. It is therefore recommended that a condition of the planning approval is that the footway are repaired to a suitable standard.

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 Manchester Victoria train station which is within a 10 minute walk of the application site. This node provides 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 proposal seeks to provide 34 (including 3 disabled spaces) car parking spaces for the apartment block. This equates to 33% 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 comprise 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.

The proposed development will provide accommodation which will be available on a for sale basis. Highway Services concur with the car parking approach for this development given its location and access to sustainable forms of development.

The applicant has prepared a comprehensive travel plan to support their proposal which includes 112 cycle spaces (109% per apartment and ?% per number of bedrooms). This exceeds the 50% stipulated within the residential quality guide and will enable occupants of the development to take advantage of the highly sustainable location which is welcomed.

The applicant has committed to providing electric car charging points where necessary across the development.

The applicant has committed to producing a travel plan for the development and the implementation of this should form part of the conditions of the planning approval.

In terms of the impact on the local highway network, Highway Services concur with the applicants assessment in this regard in that there will be no significant impacts on the capacity of the local highway network.

The transport assessment has also considered the servicing. Refuse collection will take place from the vehicular entrance off Clable Street. These arrangements are considered to be satisfactory given the frequency of such events occurring. Clarification has been sought that there are no conflicts with the car parking bays and this information is currently being considered by Highway Services.

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 minimise the impact on surface water run off in a critical drainage area.

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

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

Sustainability and energy efficiency

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

development is expected to demonstrate its contribution to this objective (policy EN5).

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

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

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 an active frontage to the principle elevation of Swan Street. The commercial units also have a frontage to Mason Street and Cross Key Street bringing much needed natural surveillance to the area.

A series of recommendations have been provided to improve the accommodation from a security perspective which include ensuring all external areas of the building are of the highest quality public realm and are well lit.

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. They have recommended that further investigation works are required with regards to foundation and piling work risk assessment together with calibration certificates for gas monitoring and the submission of a remediation strategy.

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

There are existing structures at the application site which will require demolition before construction work can commence. This will create a degree of coming and going and activity which will create noise and disturbance. There are a number of existing buildings in close proximity to the application, however, these are predominately commercial in nature. It is not considered that the impacts associated with the development will be significant and will be short in duration and predictable.

Through the agreement of a construction management plan, mitigation measures can be put in place which will assist in minimising the impacts of the development. These include dust suppression measures.

The site will be secured with a hoarding to prevent any unauthorised access thus allowing construction to take place safely. Due to the size of the site, it will not be possible to site compound/welfare facilities within the site boundaries. This will need to be created in the local vicinity.

Deliveries to the site will be via the existing road network. Once the final access position is agreed, it will be necessary to ensure appropriate wheel washing is put in place to prevent any dirt and debris along the road and beyond.

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

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the New Cross area. However, it is considered that this can be managed in order to minimise any effects on the local highway network.

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

Conclusion

The proposal will see the redevelopment of a partially vacant brownfield site within the heart of one of Manchester's key regeneration. A total of 103 residential units will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants

(and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building 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) Prior to the commencement of development, a detailed phasing plan (including timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason – The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and the New Cross Development Framework.

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

Drawings

L(--)202 Rev B and L(--)203 Rev C, L(--)001 Rev C, L(--)201 rev C, L(--)006 Rev C, L(--)000 Rev C, L(--)01 Rev B and L(--)200 Rev A stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017

L(--)940, I(--)010 Rev A, L (--)401 Rev A, L(--)402 Rev A and L(--)400 Rev A stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

Supporting Information

Archaeological desk based report prepared by Arc Heritage (2015/19) stamped as received by the City Council, as Local Planning Authority, on the 27 August 2015

Transport statement, Heritage statement, Preliminary risk assessment, Scheme drainage plan (500 P1), Noise assessment, Design and Access statement, Crime Impact Statement (Version B), telecoms supplementary information, pedestrian level wind micro climate assessment, stamped as received by the City Council, as Local planning Authority, on the 31 March 2017

Waste management (109840-EWM-0001) stamped as received by the City Council, as Local planning Authority, on the 11 September 2015

Air quality assessment stamped as received by the City Council, as Local planning Authority, on the 5 May 2017

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

4) Notwithstanding the drainage strategy on drawing 500 P1 stamped as received by the City Council, as Local Planning Authority on the 31 March 2017, (a) A phase of the development shall not commence until 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.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of the phase 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).

5) Notwithstanding the Preliminary risk assessment report stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, (a) A phase of the development shall not commence until, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority.

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

(b) When the phase 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 phase 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.

6) A phase of the development shall not commence until 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.

The phase 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).

7) A phase of the development shall not commence until, a) 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, the programme shall include timings for the submission of 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.

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the phase.

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.

8) Prior to the first occupation of a phase, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

- Verification report providing photographic evidence of construction; and
- 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).

9) Prior to any above ground works for a phase (a) an Environmental Standards report shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) 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.

10) (a) prior to the first occupation of the residential element of a phase details of a hard and soft landscaping scheme (street tree planting) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented not later than 12 months from the date the residential element is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) Notwithstanding the noise impact assessment prepared stamped as received by the City Council, as Local Planning Authority, on the 31 March, prior to the first occupation of the residential element of a phase, 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 a phase 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).

12) Notwithstanding the noise impact assessment prepared stamped as received by the City Council, as Local Planning Authority, on the 31 March, prior to the first occupation of the residential element of a phase, 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 implemented prior to the first occupation of the residential element of phase and 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).

13) Notwithstanding the noise impact assessment prepared stamped as received by the City Council, as Local Planning Authority, on the 31 March, prior to the first use of the commercial units 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).

14) Notwithstanding the waste management strategy and drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July

2017 and Waste management (109840-EWM-0001) stamped as received by the City Council, as Local planning Authority, on the 11 September 2015 prior to the first occupation of the residential and commercial elements of a phase, details of the waste management arrangements shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and thereafter 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.

15) Prior to the first use of each of commercial units, as indicated drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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).

16) Prior to the first use the commercial units as indicated on drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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).

17) 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 and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

18) 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.

19) 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).

20) The commercial units hereby approved, as indicated on drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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.

21) The commercial units as shown on drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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.

22) The commercial units, as indicated on drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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 .

23) In the event that any of the commercial units, as indicated on drawing L(--)000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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.

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

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

25) A phase shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017. The development shall only be carried out in accordance with these approved details. A phase 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.

26) Prior to the first occupation of a phase a travel plan framework shall be submitted to the City Council for approval in writing by the City Council, as Local Planning Authority.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those 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 a phase, 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).

27) The cycle provision shall be carried out in accordance with on drawings L(--)-000 Rev C and L(--)-01 Rev B stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017

The approved details shall be implemented prior to the first use of a phase and thereafter retained and maintained in situ.

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).

28) Prior to the first occupation of the residential element of a phase, the car parking layout, as indicated on drawing L(--)-000 Rev C stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017, 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).

29) Prior to the first use of a phase, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Cable Street, Mason Street, Swan Street and Cross Keys 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 highway including the creation of the drop kerbs to Mason Street;
- Details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm

The approved scheme shall be implemented and be in place prior to the first occupation of a phase 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).

30) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 31 March, within one month of the practical completion of a phase or before the phase 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.

31) (a) Prior to the commencement of a phase, 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. (b) 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 a phase 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).

32) Prior to the above ground works of a phase, details of the access ramp from Mason Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the phase and remain in place for as long as the development remains in use.

Reason – To ensure a safe and secure ramp access for vehicles in the interest of highway and pedestrian safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first occupation of the residential element of a phase, details of electric car charging points within the development 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 a phase and thereafter retained and maintained in situ.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

34) No demolition works hereby approved shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

Informatives

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

0) - 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 LAeq (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 LAeq |
| Gardens and terraces (daytime) | 55 dB LAeq |

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 LAeq (entertainment noise) should be controlled to 10dB below the LA90 (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 (LAeq) below the existing background (LA90) 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.

- o - Surface water drainage

- o 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;

- o 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;

- o 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;

- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);

- o Hydraulic calculation of the proposed drainage system;

- o Construction details of flow control and SuDS elements.

- o Verification report providing photographic evidence of construction as per design drawings;
 - o As built construction drawings if different from design construction drawings;
 - o 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>
- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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: 109840/FO/2015/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Contaminated Land Section
Highway Services
Environmental Health
Corporate Property
East Manchester Regeneration
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Strategic Development Team
Contaminated Land Section
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
East Manchester Regeneration

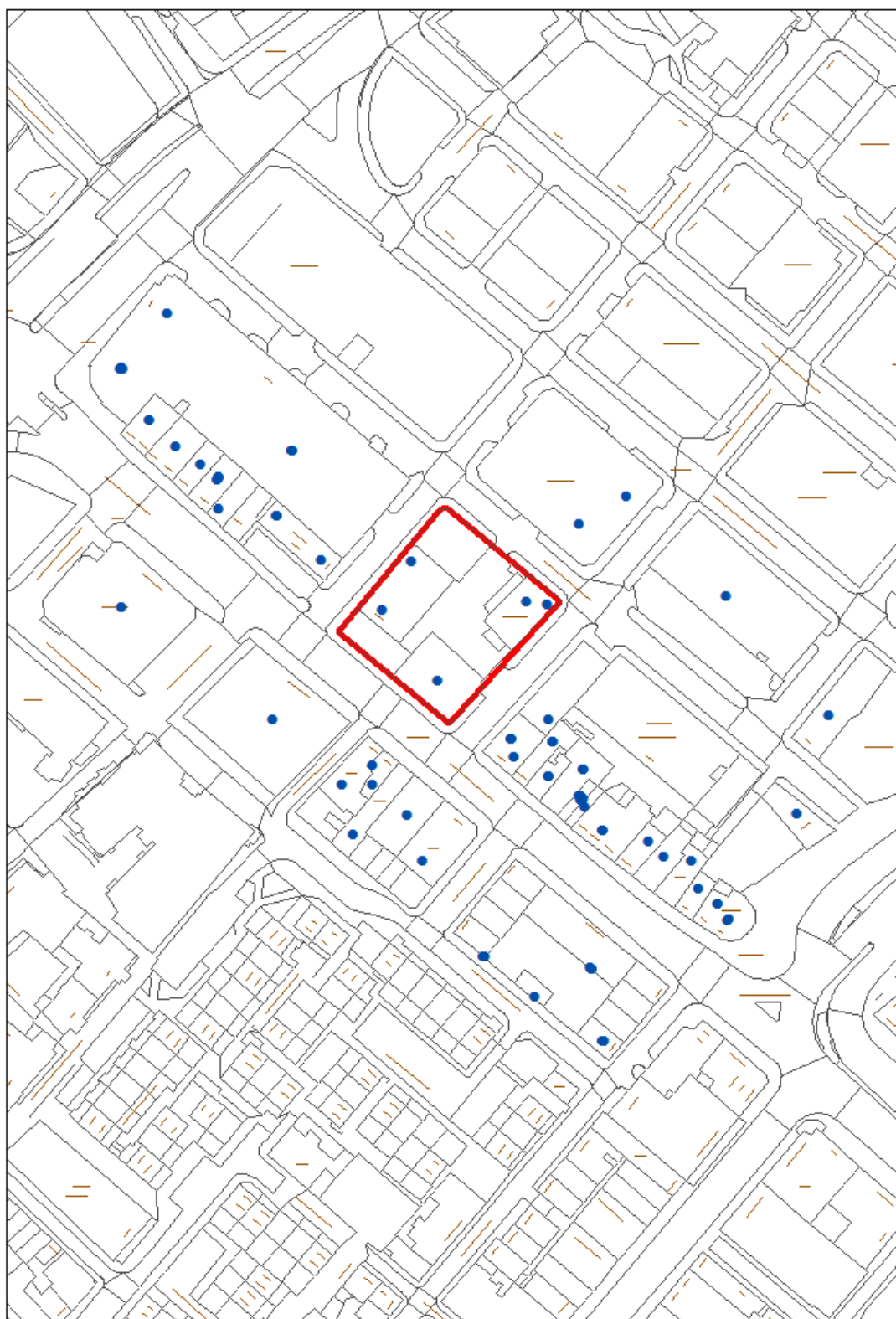
Strategic Development Team
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service
Greater Manchester Police

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:

Contaminated Land Section

| | |
|-----------------------------------|------------------------------|
| 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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