

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
116777/FO/2017	30 Jun 2017	19 Oct 2017	Ancoats And Clayton Ward

**Proposal** Proposed erection of a part 8, part 15 storey building to provide 100 no. residential apartments (Class C3a), with ground floor commercial uses (Class A1, A3 or B1), basement level car and cycle parking, and access arrangements and associated highways works following the demolition of existing building and structures

**Location** 25 Rochdale Road, Manchester, M4 4HT

**Applicant** Realty Estates Limited, C/o Agent,

**Agent** Mr Pete Gleave, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF,

### Site Description

The application site measures 1266 sqm or 0.1266 hectares in total area and is owned and occupied by Realty Estates. The site is currently comprised of a single storey office premises to the western end of the site with the remainder used for 42 space surface car park. There is some vegetation along the site boundaries with 2 small trees adjacent to the office building. The site is then bounded by a mix of treatments including a low brick wall and a wire mesh security fence.

The Site is located within Manchester City Centre's Northern Gateway on Rochdale Road, which is a key arterial route into the City Centre. The site is bounded by Rochdale Road to the south, the Particular Baptist Church to the east, Dyche Street to the north and Ludgate Street to the west. The application site is seen below:



## **Area Description**

The area to the north and east of the site is predominantly a residential area between Rochdale Road and Angel Meadow. The residential accommodation is a mixture of new build apartment buildings, and converted former Industrial buildings. Recent planning permissions also include the new Hilton hotel on the vacant Sharp Street site. The area to the south of the application site across Rochdale Road is the New Cross area of Ancoats. This area is a strategic regeneration area of the City and is currently going through significant change. The area is dominated by former industrial buildings converted into offices and retail uses, with a number of temporary surface car parks where the land is awaiting redevelopment.

The area to the west of the application site is the strategic regeneration area of the NOMA district, which again is going through significant change. The masterplan for this area includes the provision of a new commercial district, however it also includes the incorporation of an approved proposal for Private Rented Sector apartments facing onto Rochdale Road and the southern east side of Angel Street. The most dominant feature in this area is the new office headquarters for the Co-operative Group at 1 Angel Meadows.

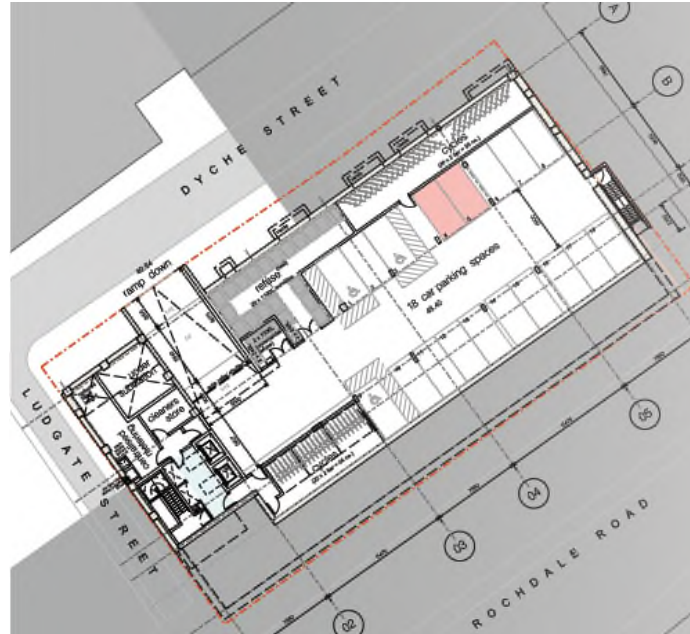
As mentioned above, the application site is located in an area going through significant change and is surrounded by key regeneration frameworks areas. The site is adjacent to the New Cross Neighbourhood Development Framework (July 2015) and the Noma Masterplan (July 2009). The site is also positioned within the wider study area of the Angel Meadow Strategic Update to the Noma Masterplan (February 2015). This area is very urban in character located within the City centre fringe and has a number of key radial routes crossing through into the City Centre, including Rochdale Road on which the application is situated. There are a number of existing and approved buildings of height in this area including the existing building at Skyline, and recently approved tall buildings including the Hampton by Hilton hotel development and the MODA Living development.

## **Proposed Development**

Planning permission is sought under this application for the demolition of the existing single storey office building occupied by Realty Estates and the redevelopment of the site to create a part 8, part 15 storey building with a basement below ground. The proposals include the provision of 208 sq. m of commercial floorspace on part of the ground floor of the building fronting Rochdale Road to be either Use Classes A1, A3 or B1. The scheme then proposes to provide 100 no. residential apartments (Class C3a) within the rear element of the ground floor facing Dyche Street and then above on the upper floors. The development would provide a total of 100 residential units designed for sale, including 24 no. one bed units and 76 no. two bed units.

As outlined within the Design and Access Statement, the scheme takes advantage of the level difference from Rochdale Road to the lower Dyche Street. By keeping the ground floor level with the street at Rochdale Road a partially sub level car park can be provided. This minimises ground level dig and yet offers potential for some natural ventilation via openings within the facade at low level. The basement floor would provide 18 car parking spaces including 2 electric charge bays and 3 disabled

accessible spaces. Vehicular access to the sub-basement level would be from Dyche Street via a vehicular access ramp. The basement level would also provide a commercial bin store, a residential bin store, 2 secure indoor cycle stores providing space for 100 cycles, a cleaners store and plant rooms, along with lifts and stairs to the upper floors. The proposed basement level can be seen below:



The ground floor includes the provision of two commercial units fronting onto Rochdale Road, along with the main pedestrian entrance into the building and the main residential concierge leading to the circulation core. Behind this commercial frontage, the scheme includes the provision of 4 apartments each with their own private individual entrance and a raised private garden terrace over the basement level below. It is also proposed to plant 5 new trees at the street level along Dyche Street. Access will also be gained to the substation and switch room from the rear of the development onto Dyche Street. The proposed ground floor can be seen below:



The proposals then include the provision of a further 96 apartments over floors 1 to 13. Levels 1 to 6 provide 10 apartments on each floor comprising a mix of 7 no. two bed units and 3 no. one bed units all access from the main circulation core. Level 7 includes the provision of 8 apartments comprising 4 no. two bed apartments and 4 no. one bed apartments. This level also includes the provision of 2 large landscaped garden roof terraces to the rear of the building fronting Dyche Street for the residents on all floors to use. Level 8 includes the provision of 4 apartments comprising 4 no. two bedroom apartments, with 2 of the apartments having access to a private roof terrace. Levels 9 to 12 include the provision of 4 no. two bedroom apartments and the top floor, level 13, includes the provision of 4 apartments comprising 2 no. two bedroom units and 2 no. one bedroom units.

The proposed floor plans for levels 1 to 13 can be seen below:



Levels 1 to 4



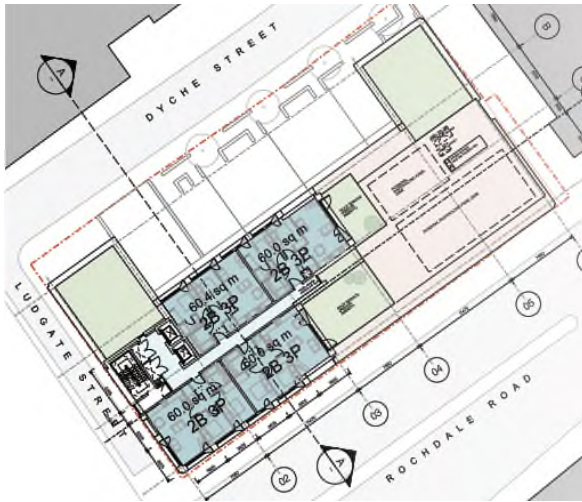
Level 5



Level 6



Level 7



Level 8



Levels 9 to 12



Level 13

This planning application has been submitted with a wide range of drawings and reports to accompany and justify the acceptability of the proposed development. These include the following:

- Existing Site Plan;
- Site Location Plan with red line boundary;
- Proposed plans, sections and elevations;
- Air Quality Assessment;
- Archaeological Desktop Assessment and Heritage Assessment;
- BREEAM Pre-Assessment;
- Crime Impact Statement;
- Construction Management Plan;
- Daylight and Sunlight Assessment;
- Design and Access Statement including Waste Management Strategy;
- Desktop Wind Assessment;
- Energy Statement;

- Flood Risk Assessment and Drainage Strategy;
- Ground Conditions Statement;
- Noise Assessment;
- Phase 1 Ecology Statement;
- Residential Management Strategy;
- Site Waste Pro-Forma;
- Statement of Consultation;
- Transport Statement;
- Travel Plan Framework;
- TV Reception Survey;
- Ventilation Strategy;
- Utility Statement;
- Viability Assessment (submitted on a confidential basis under separate cover).

All of the above plans and documents have been fully assessed by local residents, businesses and consultees and the comments received are now detailed below.

## **Consultations**

### Local Residents / Businesses

4 letters of objection have been received for the application from local residents. The points raised can be summarised as follows:

- As an owner/occupier in Northern Angel Apartments, my apartment looks out directly over the proposed development. Concerned about the distance between the two buildings, the windows out of my flat will look directly into the ones in the new development and am worried about loss of privacy.
- Also worried about the construction during development. There is already a lot of development in the angel meadows area with many roads closed off. Also the amount of mud and dust on the streets is much more than I would have expected. I would like it to be made that no construction traffic travels down Dyche Street, and that it enters the site directly via Rochdale Road to minimise the impact on the narrow streets. Can this be guaranteed?
- Just moved in to a fourth floor apartment opposite this proposed development site. Our building is five floors in total. The proposed building would in no doubt block our sunlight access significantly.
- We would also forgo the privacy on our balcony, as people would be directly looking down on us.
- We also believe the building would be a very imposing presence as it is so tall compared to what it sits opposite.
- There is insufficient parking in the streets surrounding the area currently and this proposal would increase the numbers of people needing to use that parking as well as removing a public parking facility.

- In summary we think it is too big a development which will have multiple negative effects on the building opposite and its occupants.
- This proposal is inappropriate in area that provides much needed green space in the city centre. The density of the proposed housing would require further amenities in the local area. So much work has gone into retaining Angel Meadows in the light of its importance as a local heritage site, and the proposed development does not take this into consideration.
- As a city centre resident, it is felt that this development needs to be re-assessed, and perhaps re-sited.

### Friends Of Angel Meadow

FOAM welcomes redevelopment of the surface area car-parking and low value unit especially as it reinstates the commercial activity along Rochdale Road, hopefully providing much needed local amenities. However, whilst previous developments did include mixed-use potential, ensuring genuinely useful commercial activity for the benefit of local residents such as convenience stores and cafes, this has been difficult to deliver. Significant residential development within the estate needs to be accompanied by joined up thinking on what types of shops and businesses are necessary.

Today, the building density of Angel Meadow already exceeds the worse level of its appalling Industrial Revolution history and yet recent proposals could quadruple even that at least. Building to such density and height (along a road network laid out in the 17th Century) together with privacy issues of this proposed building will never deliver the necessary social stability to create a "sustainable" neighbourhood.

We consider there are major health implications of constructing a 15 storey building adjacent to existing apartments not least with the significant number of diesel vehicles required to deliver such a scheme. This strategic difficulty is already being witnessed with the 6 storey Halo Apartments under construction on New Mount Street as vehicles struggle to access the site and bring considerable disruption to existing residents.

There are currently at least 8 developments seeking planning permission (or under-construction) within the boundaries of the Angel Meadow estate, each bringing with them similar challenges in both construction and post-build management. As the Council consistently fails residents on its air-quality levels we would seek answers to how a scheme of this magnitude with potential 3+ year build time can be delivered without subjecting the existing residential (including children) to dangerous levels of pollution.

FOAM have been consistent in highlighting to the Council how this current speculative high density model will place significant social burdens on already stretch local neighbourhood management, education, hospitals and green spaces which are not being delivered.

High density schemes in the city such as the Green Quarter have significant crime levels due in no small part to the transient nature of residents, the volume of non-residents around private apartments and the lack of owner-occupier within buildings holding management to account. The design and security of this building needs to be rigorous in protecting existing residents and management structures giving new resident Right-to-Manage from the outset.

FOAM considers such a banal design in grey brick as inappropriate choice for this location given the incredible wealth of social history and heritage available as inspiration amid its Listed Buildings and Buildings of Special Character. We regard such a dispiriting and disconnected design as showing a particular contempt for those who have chosen to live in Angel Meadow because of that heritage and jeopardises any attempt to create social stability and cohesion through residents choosing to live entire lives in the city. As a minimum we would seek a more sympathetic brickwork and design elements which respond to adjoining buildings including the Methodist Chapel.

The proposed 18% car parking levels do not meet MCC guidelines within its own Strategic Framework, compounded by the continual failure of the NOMA scheme to deliver its car parking & transport strategy since 2011. On-street parking (especially in the evening after traffic enforcement has finished) currently represents a major fire and emergency service access issue along such narrow streets and as such any new development needs a long term solution rather than the recent 106 agreements applied by Planning to provide free transport passes and car club membership for the first residents only.

We are aware that Realty Estates have an appalling reputation for hubristic Planning Applications which they themselves never opt to deliver. This selfish strategy acts as a barrier to regeneration through their land banking which artificially inflates adjoining land values making further regeneration less likely. Therefore, we would hope that an organisation such as Deloitte (with its connections to Manchester City Council and their strategic framework) recognise how this current scheme does not adhere to their own work and the "Neighbourhood of Choice" mantra they use.

Finally, the Community Engagement was typically poorly advertised, with some blocks not receiving notification and giving limit opportunity to view the plans during working hours and therefore does not represent effective fulfilment of that particular planning commitment.

### Strategic Development

This is outside the formal NG boundary and redline of the New Cross / Lower Irk Valley framework areas; however, both Neighbourhood Development Frameworks note the strategic importance of Rochdale Road.

Strategic Development are supportive of a high quality development in this location that re-enforces the corridor with activation at ground floor.



## Highway Services

The surrounding network of side streets have a 20mph speed limit and various parking restrictions apply including single yellow lines and limited waiting bays. One-way circulation applies to some of these streets with Dyche Street one-way in an east to west direction and Ludgate Street is inaccessible to motor vehicles at its junction with Rochdale Road. Given its city centre location, the site is considered to be suitably accessible by sustainable modes for both staff and residents and is in close proximity to a range of public transport facilities.

The proposed site is currently occupied by Realty Estates offices, as well as a 42-space car park. The applicant's trip generation assessment indicate negligible changes to the number of generated trips therefore the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network which is acceptable in principle.

It is proposed that 18 no. on-site parking spaces will be provided at the site via a lower level ramped access from Dyche Street which equates to 18% provision and includes 3 disabled spaces and 2 electric charging point spaces. This is considered acceptable provided that the applicant commits to monitoring parking uptake at the development, which would include a planning condition to provide leased parking in neighbouring car parks should the demand require it.

100 secure cycle spaces are being provided on the lower level equating to 100% provision which is considered acceptable from a highway perspective.

The applicant should confirm that the car park access / egress and layout has been designed in accordance with the IStructE guidance document 'Design recommendations for multi-storey and underground car parks', specifically guidance Tables 4.4 - 4.7. This should consider ramp gradients / transitions, ramp radii and ramp widths. Confirmation should also be provided regarding any proposed signal controlled / priority based system.

The existing vehicle access from Rochdale Road will be stopped up resulting in a continuous footway along the Rochdale Road frontage and the associated works (including street lighting) will be subject to a s278 agreement between the developer and MCC. Likewise the agreement would cover the rear access off Dyche Street where alterations would be needed to the highway and the relevant traffic regulation order covering the existing parking restrictions which would need amending.

With regard to servicing and deliveries it is proposed that refuse collection and general servicing for both residential and ground floor commercial/leisure uses will take place from the highway and a new on-street loading bay is proposed on Dyche Street which is acceptable in principle. The proposed loading bay in addition to the lower level car park access would result in the loss of approximately five, on-street, time limited waiting bays. In addition, it is required that the existing parking restrictions adjacent to the development on Rochdale Road (currently single yellow lines) are amended to prohibit waiting and loading at any time (double yellow lines and double kerb blips) along this section of the key route network.

Pedestrian access to the apartments and commercial units will be from Rochdale Road and this is acceptable in highway terms.

The proposals submitted for the management of waste (including proposed storage, transportation and collection) are acceptable to highways.

A Travel Plan has been provided within the application that is acceptable. Should approval be granted it is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved construction management plan.

In response to the queries made in relation to car park access / egress and layout design, the architects Hodder & Partners have now confirmed that car park spaces are as per ISE standards. The ramp gradients are as per ISE standards allowing for a change of gradient at the head and bottom to avoid bottoming of vehicles.

### Environmental Health

There are no objections to the proposed development subject to the following issues being addressed and the recommended conditions included in any approval.

Environmental Health requested further information in relation to fume extraction, the acoustic insulation of the residential accommodation and the outdoor amenity spaces, the acoustic insulation of any externally mounted equipment, the waste management strategy for the commercial units, air quality in relation to mechanical ventilation and contaminated land.

In relation to acoustic insulation for the commercial units, the acoustic report states that the commercial units should be limited to background music in their tenant information. Environmental Health is in agreement and the units should be limited to background music only on the planning consent.

Therefore, the conditions to be included are recommended as follows; hours for deliveries to the commercial premises, full details of the fume extraction strategy, premises opening hours, acoustic insulation of the commercial units, acoustic insulation of the residential units, acoustic insulation of the externally mounted equipment, waste management strategy, air quality and contaminated land.

In response to the queries raised in relation to fume extraction, acoustic insulation, waste management and air quality, the agent has provided additional information. This information has been assessed by Environmental Health and further comments have been received as follows. The updates to the Desk Study are accepted and the applicant now needs to undertake and submit the site investigation report. The applicant has confirmed that they will be using the filter option for the mechanical ventilation. The supplier or details on maintenance is not known yet, so this will need to be provided once they have the further details and requested through a condition.

In relation to waste, the applicant has responded to state that the submitted Waste Pro-Forma sets out how the commercial bin storage has been calculated and this is based on MCC guidelines. As occupiers have not yet been identified for these units, it is considered that this is an appropriate method for calculating the likely requirements. As set out in the pro-forma additional space could be provided within the individual units if required. It is however not possible to show where these additional bin stores could be located as the internal configuration of the units has not been fixed. Therefore, it is requested that a condition for the final waste strategies is included, so the information on the submitted Waste Pro Forma is acceptable at this stage and further details can be submitted once occupiers have been identified. Environmental Health have confirmed that it is accepted what has been confirmed regarding commercial waste and that the commercial units will need to provide their own waste strategies prior to occupation.

Finally in relation to noise and acoustic insulation, the updates to the acoustic report regarding the balconies, roof terraces and garden areas are accepted. It must be noted that the 55dB limit for the gardens to the rear of the development will not be achieved, but given the city centre location EH accept that this.

#### MCC Flood Risk Management

Providing that UU have agreed to the proposed connection, there are no objections subject to the inclusion of conditions relating to the implementation of surface water drainage works and the management and maintenance of sustainable drainage systems.

#### Greater Manchester Police

GMP would comment on the project as follows;

The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (05/06/2017 – URN: 2017/0250/CIS/01) and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

In summary, our support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into this proposal.

#### Greater Manchester Archaeological Advisory Service

The application is supported by an Archaeological Desk Based Assessment and Heritage Statement report prepared by ArchHeritage in April 2017. This identified that the principal archaeological interest relates to former workers' housing and commercial properties from the late 18th and early 19th century. Later land-use suggests that there is good potential for well-preserved below-ground archaeological remains. However, the extent, depth, character and relative significance of these remains is not yet known. In particular, remains relating to back-to-back cellared workers' housing will be of especial archaeological interest, based on our knowledge of similar archaeological remains in the adjacent area. These investigations are

poorly referenced in the report but they have successfully shown the significance of archaeological remains to inform our understanding of the condition of the working class in Manchester during this period (as described by, amongst others, Friedrich Engels in the 1840s), and also how later improvements were made by the city to living conditions and house construction. GMAAS anticipate that this site, which is mainly in use as car parking, will produce good archaeological evidence on this theme.

GMAAS recommend that the site is first of all evaluated through archaeological trial trenches. This will determine if remains survive that are significant enough to warrant further more detailed archaeological investigation and recording. A Written Scheme of Investigation should be prepared setting out the methodology for the evaluation, for approval by Manchester LPA.

If it is found that there are well-preserved remains that will be disturbed or destroyed by development ground works then further excavation will be required. This work, which will include the identification of targeted areas for the more detailed excavation, together with historical research and a methodology, will be subject to a new WSI.

It is recommended that the archaeological interests should be secured through an appropriately worded planning condition. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority.

### United Utilities

United Utilities have no objections to the proposed development subject to the inclusion of conditions relating to the submission of a fully detailed drainage scheme and information relating to sustainable urban drainage systems.

## **Policy Context**

### 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 applications 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 North Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes 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 the creation of a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the ongoing regeneration of this area.

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 electric car charging points, cycle, car sharing and car clubs.

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

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

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

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

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of

existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

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

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

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to families with the provision of 76 x two bedroom apartments which are generous in size, with 6 units being provided with private outdoor amenity space. This provision of apartments will broaden the range of property types in Ancoats which will be attractive to families.

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 North Manchester, over the lifetime of the Core Strategy, 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 or adjacent to 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 proposed development would accord with policy H3 by facilitating the delivery of 100 dwellings in North Manchester on the fringe of the regional centre, with a significant proportion of the proposed development comprising two bedroomed accommodation.

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 sale as part of diversifying the area and offering housing choice.

Policy EC2 'Existing Employment Space' states that the Council will seek to retain and enhance existing employment space and sites. Alternatives uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester – Salford – Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives that the existing use.

As the existing single storey office unit to be lost on this site is considered to be outdated and not capable of being maintained for employment purposes and as the continued use of part of the site as a single storey office building would also not be in line with the wider regeneration plans for the surrounding area, it is considered that the proposals are in accordance with Policy EC2. In addition, the existing amount of office space on the site is 139 sq.m, whereas the proposals will provide 208 sq.m of flexible uses on the ground floor. Therefore, the proposals will not result in the significant loss of employment space, but will instead utilise the ground floor of the site, creating an active frontage along Rochdale Road and enhancing the pedestrian experience, as well as improving the natural surveillance of the area through increased pedestrian footfall.

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



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

Policy EN2 'Tall Buildings' advises that tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

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

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

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

The proposed development would accord with policy EN2 in that it is of excellent design quality, it is considered to be appropriately located at a gateway to the City being located on a main radial route on Rochdale Road and close to the Inner Relief Road, on the fringe of the City Centre. Furthermore, it is well served by public transport within walking distance of the City Centre. The application is also accompanied by an Tall Buildings Assessment which assess the impact of the proposal in regard to an assessment of context, heritage, architectural quality, sustainable design and construction of the proposal, credibility of the design, contribution to public space and facilities, effect on the local environment, the provision of a well-designed, inclusive environment. These effects are discussed in greater detail elsewhere in this report.

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 site does not lie in a Conservation Area, and none of the structures within the site have listed status. However, the proposed works have the potential to have some localised impact on the heritage of Angel Meadows Park to the north-west of the site, Smithfield Conservation Area 1987 which lies to the south of Swan Street, Shudehill Conservation Area 1987, which lies to the south of Mayes Street, together with the Grade II listed CIS tower and New Century House to the south of Miller Street. As the listed buildings and conservation areas are of sufficient distance away from the site, it is considered that any visual impacts would not be significant. It is not considered that the proposal has a negative impact on the surrounding historic environment. Matters of archaeology will be dealt with by planning condition.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices, through the following actions:

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

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

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

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 - EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The application has been submitted with an Energy Standards Statement which outlines the measures taken to address sustainability ratings. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy 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 proposal seeks to remove 2 small trees from the application site. Although the trees are in a good condition, the overriding public benefits of developing this site outweigh their loss and the applicant intends to replace the trees at the site.

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. However, due to the demolition of the existing office building, the application was submitted with an ecology assessment and this has been agreed as acceptable.

Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester. The application has been submitted with an accompanying air quality assessment and mitigation measures have been recommended. This covers air quality matters for both the construction period and the impacts on the resulting residential accommodation being provided.

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 the proposed commercial premises and residents adhered to recycling principles.

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

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

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

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

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

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

Policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. This scheme will create a quality development at the fronting onto a radial route.

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 are considered to be in an appropriate location and will add to the viability of the development and its vibrancy.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place.

In particular: a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal. b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording. c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation

An archaeological desk based assessment has been carried out for the site. It is considered that development impact can be readily mitigated by the adoption of appropriate mitigation measures into the construction programme.

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.

#### North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document has been prepared to guide the future regeneration and development of north Manchester. Within this document, the application site is located between the City Centre fringe and the inner core. For developments within the City fringe area, the SRF states that developments should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and making the most of land available for high density developments. Furthermore, the document states that there should be a mix of uses with offices, residential located alongside leisure and retail uses.

With regards to the inner core, this is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over

2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

Angel Meadow – Strategic Update to the NOMA development framework (August 2015)

This was provided to help guide future development of land adjacent to Angel Meadow and identify opportunities to support and enhance the existing residential neighbourhood bounded by Gould Street, Old Mount Street/Style Street, Angel Street and Rochdale Road.

The development framework states that the land adjacent to Angel Meadow partly falls within the NOMA masterplan. The development framework considers the plots around Angel Meadow Park in that they offer an opportunity to create a distinctive and sustainable residential led neighbourhood where people want to live, which can be ensured by respecting and enhancing its key assets including Angel meadow Park. The document also notes the highly accessible nature of the area by public transport as a result of its proximity to public transport nodes.

The framework is clear that a range and mix of residential accommodation should be provided within a high quality and well managed environment that will create a neighbourhood of choice. The framework also states that the focus of development will be on apartments, however, where there are opportunities for larger apartments, duplex or town houses with 3 or more bedrooms, this will be encouraged. In addition, where ground floor commercial uses can be supported these should be created in order to provide amenities for the communities.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework has been prepared in order to help guide future development in the areas as part of establishing new development and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework establishes core principles that seek to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south is vitally important as part of improving connections, new development and high quality public realm.

City Centre Strategic Plan 2015-2018 (March 2016)

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



*that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”.*

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

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

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

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

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

#### Manchester Strategy (January 2016)

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

#### 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 1 outlines the principles for building a strong, competitive economy. By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

The development would replace a low quality site with a gateway development to the city centre. This development would help to build a strong economy, create employment during construction and complement the established residential community within the area. It would contribute to the local economy with residents using local facilities and services

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 6 relates to delivering a wide choice of high quality homes. The guidance refers to the delivery of policies that will result in significant increases to the supply of housing. Chapter 6 specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The scheme would create an efficient, high-density development that would bring 100 homes to a sustainable City Centre fringe location. The scheme would provide a range of accommodation sizes and types and help to create a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within Manchester as the City continues to grow. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.

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.

#### National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG 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.

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.

### Collyhurst Local Plan

The Collyhurst Local Plan was adopted in 2006 and has therefore been replaced by a number of more recent Regeneration Framework documents. However, the key principles it establishes in relation to creating a vibrant and sustainable high-quality mixed-use urban neighbourhood in the area in which the application site remain relevant to this case. The plan also promotes high levels of permeation and connections with surrounding neighbourhoods for pedestrians. It is considered that the proposed development is in accordance with this guidance.

### Legislative context requirements

In addition to the above, the following are relevant to the consideration of this application.

Section 16 (2) of Listed Building Act 1990 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 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority 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.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

### **Issues**

#### Publicity

The proposal, by virtue of the size of the site, the number of residential units and the floor space created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

## Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 0.13 ha and does not exceed the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations.

The nature of the proposal falls within "Urban Development Projects", however, falls below the threshold in terms of site area (1 ha) and units size (150 units). It is acknowledged that there are a number of recently consented schemes in the immediate area that have a high density and many with tall buildings, and that a number of those will be constructed at the same time and therefore, the cumulative impacts have to be considered. However, this is a dense urban environment on the fringe of the City Centre located within and close to a number of strategic regeneration areas. Therefore, it is accepted that there will be a significant amount of development being considered and developed at the same time. However, given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and the cumulative impacts in the immediate area would not warrant the completion of a full EIA.

## Principle

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012), and forms part of the North Manchester Regeneration area. Policy SP1 states that this area will be the focus for economic and commercial development, retail, leisure and cultural activity alongside high quality city living.

Although part of the site is currently used for employment (Use Class B1) purposes, it is not allocated for such uses on the Manchester Core Strategy Proposals Map (2012). Given the existing employment use of the Site, it is necessary to assess the proposal against Policy EC2 of the Core Strategy which seeks to protect existing employment space. The policy states that alternative uses on existing employment sites will only be supported where it can be demonstrated that one of four criteria are met. It has been highlighted within the submission that that the proposed development includes 208 sqm of flexible uses on the ground floor compared to the existing office building having a floorspace of 139 sqm. Therefore, the proposals will result in an increase in the amount of floorspace that can be used for employment opportunities. In addition the proposal will utilise the ground floor of the building in order to create an active frontage along Rochdale Road.

In relation to the requirements of Policy EC2, the first point states that alternative uses will be considered where the existing use is unviable in terms of business operations, building age and format. In this case, it has been explained within the application submission that the existing building on the site is coming to the end of its



lifetime and will soon no longer be capable of providing suitable office space. Manchester is currently undergoing significant change and has seen an increase in the amount of high quality office space being provided in the city centre. The application site is in a peripheral location for the office market and there are more appropriate locations available within the city centre boundary. Furthermore, the existing layout of the premises would not meet the needs of modern occupiers should the building become available.

It has been confirmed that the current occupier no longer require a city centre location and is actively seeking new office premises in South Manchester to create a new and enhanced headquarters. For these reasons, it is considered that an alternative use on the site is appropriate.

Policy EC2 also states that alternative uses will be considered where on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. In this case, it is considered that the application site would provide a more positive contribution to the city's housing sector rather than the economic market given that it is currently underutilised by virtue of providing low density office accommodation and car parking. The proposed development will provide an alternative option in the housing market in Manchester City Centre and provide a positive contribution to the wider aims of the Core Strategy. Therefore, overall it is considered that the Site can be considered suitable for alternative uses in accordance with Policy EC2 of the Core Strategy.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth. Policy H1 also seeks to ensure good quality family housing. The application site is a key site on a main radial route into the City Centre within the neighbourhood framework and has a low quality appearance due to the single storey office building and surface car parking. The application site falls within the Northern Gateway area immediately surrounded by a number of key regeneration initiatives, which is identified as an opportunity area for further regeneration and delivery of new housing.

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

### Community Involvement

A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the proposal has been through in order to ensure that issues could be considered and addressed as the proposal is developed.

A pre-application exhibition was held on Monday 15 May 2017 from 16:30 – 19:30 pm at the Centre for Chinese Contemporary Art, 13 Thomas Street, Manchester, M4 1EU. The location was chosen as it is an approximate 5-10 minute walk from the application site and it has been previously used for public exhibitions for other surrounding developments, including proposals for the hotel on Sharp Street and at

NOMA. The timing of the event meant that people would be able to visit the proposals after work if required. A total of six exhibition boards were prepared that provided full details of the proposed development, surrounding context, planning context, and details of how representations could be submitted. The Applicant and members of the design team were available to explain the proposals and answer any questions. A feedback form was available for people to provide comments on the proposal and an e-mail address was provided for people to send in comments.

A total of four people attended the exhibition and three feedback forms were received. Comments were also verbally provided to members of the design team at the event. Comments were also received from Friends of Angel Meadow (FOAM) and local residents after the public exhibition event.

It has been outlined within the Statement of Community Involvement that in general, those that have responded on the proposed development have been supportive of the redevelopment of the site. Specific planning related comments and questions received were in relation to an overwhelming support for the principle of the redevelopment of the site, that construction management needs to be carefully considered to ensure the impact on existing residents is kept to a minimum, implications for neighbourhood management and pressure on local infrastructure, other schemes in the area have raised challenges in terms of operational management and lack of owner occupiers leading to transient communities, privacy and overlooking of Northern Angel residential building, appropriateness of height and massing of the scheme for the site's location, the approach to the design of the scheme, particularly colour, the adequacy of parking provision and potential concerns about on street car parking and blockages to major fire and emergency services, the appropriateness of proposed uses of the ground floor commercial space by genuinely useful commercial activity, information in relation to Realty Estates track record of delivering schemes and crime and safety.

FOAM specifically have raised concerns regarding air quality management and health and safety during construction, particularly due to the use of diesel vehicles.

The Statement outlines that the planning submission provides a detailed response to these considerations through the inclusion of a construction management strategy, information around management and infrastructure, privacy and overlooking, height and massing including a daylight/sunlight analysis, the design of the scheme, a transport statement and travel plan to justify the proposed car parking provision, the appropriateness of the ground floor uses, the buildability of the scheme and a crime impact statement.

### Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The proposed development will remove a low quality, previously developed site, on this main radial route into the City Centre. The site currently has a negative impact on the visual amenity of the

area and, as such, this planning application provides an opportunity to improve the visual quality of this key site.

The application site is a uniform shape and form and has frontages to Rochdale Road, Dyche Street and Ludgate 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 site layout of the site can be seen in the ground floor plan provided in the Proposed Development section at the beginning of this report. The main pedestrian entrance to the building will be from Rochdale Road with retail frontages to Rochdale Road to provide an open and active ground floor, achieved through expanses of setback glazing.

The quieter elements of the ground floor, the residential apartments and the private outdoor garden terraces are then located to the rear of the site away from the main road on Rochdale Road. The gardens are then complimented with the planting of 5 trees along the Dyche Street boundary to soften the development further within the existing residential setting. The main vehicular access into the basement car parking area is also located to the rear onto Dyche Street in a quieter location rather than onto the main Rochdale Road.

The application site is not located within a Conservation Area and there are no Listed Buildings that would be materially affected by the development. However, it is located within the Angel Meadows area that was historically used for light industry, which has resulted in there being a number of listed buildings locally and former mill buildings, and there is the Baptist Church located adjacent to the site. Therefore, the design of the building does respond to this historic context and lead to a uniform design concept including a simple pallet of materials including a high quality dark brick and feature perforated and solid metal panels.

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

### Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale/height of the building is a part 8, part 15 storey building and the height and massing of the building are intended to perform a stitching exercise between the varying scales in the surrounding context including those schemes recently approved under the planning system. The area is characterised by a variety of buildings of differing scale. A characteristic of this area has always been buildings of different scales situated adjacent to each other resulting in larger buildings being adjacent to more modest low rise buildings.

The application site is located adjacent to the City Centre and as such, the area immediately surrounding the site includes a number of residential and commercial buildings. The height of the buildings directly adjacent to the site range from the low level Particular Baptist Chapel and the Angel Public House, rising up to the 6 storey Northern Angel apartment block to the rear, the Skyline Central building across Rochdale Road at 19 storeys in height and the Angel Gardens MODA development currently being constructed up to 35 storeys.

The proposal comprises three main elements in relation to scale and massing. The highest part of the scheme sits at 15 storeys on the corner of Rochdale Road and Ludgate Street, which is located at the end of the site situated closest to the City Centre and the 19 storey Skyline Central building and the 35 storey Angel Gardens scheme. The building then drops to 8 storeys along the frontage onto Rochdale Road to the boundary with the adjacent Baptist Chapel and to the rear of the site with the adjacent Northern Angel apartment block. The building has been designed in a 'C' shape to reduce the massing to the rear of the site and to keep the taller elements of the scheme away from the adjacent existing residential accommodation to reduce the overall impact of the scale and massing. The floor plans included earlier in the report and the elevations shown later in the Design Quality section show this massing.

It is recognised that a building of this scale will mark a change in the street scene from the existing site with a single storey building and a surface car park, and is taller than the existing residential buildings surrounding the site. However, it is considered that the proposal responds appropriately to its context fronting Rochdale Road where buildings of height are considered to be more acceptable. The taller elements of the scheme have been placed towards the main road frontage and kept away from the neighbouring buildings wherever possible to reduce the impact on these properties. The matter of the scale of the building and the potential impact on residential amenity will be considered in more detail later in this report.

A massing analysis of the surrounding streetscape has been undertaken as part of the design process and this is outlined within the submitted Design and Access Statement. This was completed to ensure that the proposal sits comfortably within the current streetscape. The massing of the building has been designed so that it is complimentary to the surrounding buildings and generally sits within the previously approved massing.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and future developments that will emerge within the New Cross, NOMA and Lower Irk Valley regeneration areas of the City along with a high quality design that will activate this site frontage along a main radial route into the City Centre. 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.

#### Appearance/ design quality

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

considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

As described in the Design and Access Statement, a consistent use of brick over the entire scheme gives the building a uniform and sculptural aesthetic. The building is viewed as a solid which is sculpted away into the massing, then sculpted again to create openings. The openings adopt angled reveals, increasing light and privacy whilst giving views down the street. A mannered fenestration arrangement is proposed with integrated ventilation panels. At the top of the building the units are recessed forming a crown and a double height is expressed.

At the base of the building to Dyche Street, a subtle panelised reconstructed portland stone plinth is proposed. This allows the levels to be addressed more easily and articulates the brick building over and the car park below. The plinth incorporates horizontal slots which provide ventilation for the car park. Profiled Brick walls flank entrances up to apartment entrances and provide a sculptural edge to the street at a 'human' scale. The residential balconies are incorporated not only to provide external space and maximise the views back to the City but also as an architectural device to visually connect with the City Contextual datum line and the neighbouring buildings such as the chapel.

The gable elevation facing the City incorporates windows to take advantage of the views. The circulation core is articulated differently using metal cladding akin to the window framing and is expressed as a solid elegant element facing the city with vertical panelling to express the height. The design has considered the method of construction with the design lending itself to prefabrication of walls and other architectural elements for speed of erection. The east elevation incorporates glazing and detail whilst balancing the building regulation requirements for fire protected materials along a wall adjacent to a boundary line. The upper levels to the east elevation are proposed to be clad in metal panels with benevolent window sizes that will offer views over Rochdale Road towards the Pennines. The position of the vertical panel to the windows responds to the particular layout of the individual unit arrangement. The change in layout, and therefore panel configuration, is designed to subtly occur at the height of the 'street wall' height. The lower level facing Dyche Street and upper landscaped terraces are proposed to be set against landscape and ecology measures identified within the Ecological Survey and Assessment. The proposed elevations can be seen below:



*South elevation – Rochdale Road*



*North elevation – Dyche Street*



*East Elevation – from the Baptist Church*



*West Elevation – Ludgate Street*

It is considered that the appearance of the development will be a high quality façade to the surrounding streets and the main radial route into the City Centre. The simple arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will enhance the setting of the site and contribute to the ongoing regeneration of the area.

Overall it is considered that the proposal will be a high quality building that will provide excellent detailing and use of materials. There is a clear and regular rhythm to the window arrangement along with double height glazing and panel work at the street scene which will help produce interest to the elevations. The building will enhance the setting of the nearby Angel Gardens, Skyline Central and CIS Headquarters buildings, which is vitally important to the ongoing regeneration of the area. It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

### Proposed Residential Accommodation

As outlined within the Design and Access Statement, there is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF the mix of housing has been designed to take into consideration existing and future housing needs in the City Centre. The proposals include a mix of residential unit types and sizes including 1 to 2 bedroom apartments.

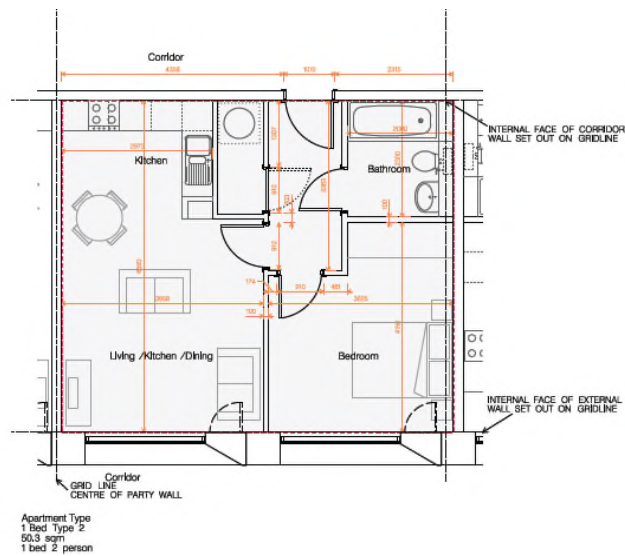
The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide. Apartments incorporate traditional corridors in the main. Fire engineering allows flexibility and some of the smaller units in particular units incorporate highly efficient open plan living without need for the traditional entrance corridor.

The main room dimensions in all cases either meet or exceed the national space standards. Some units have external terrace space and in addition, the scheme provides private (shared) amenity space for residents outside of the apartments. Shared amenity areas totalling 130 sqm approx are provided within the level 7 terraces. These areas are all seen as an extension to the apartments, available for use by all residents.

All apartments satisfy and in some instances exceed Approved Document Part M4(1) 'Visitable Dwelling' requirements in relation to level access, door widths, level access to a wc, outward opening doors and heights of switches. In relation to the provision of high quality accommodation, a range of 1 and 2 bed sizes are provided.

For example, a One Bed Two Person Apartment at 50.3 sqm located on the upper levels incorporate dual aspect apartments, with a main sitting area widths in excess of 2.8m (London Housing Design Guide), living areas in excess of 23sq m (London Housing Design Guide), and double bedroom widths in excess of 2.75m (National Space Standards).

An example of the layout can be seen below:

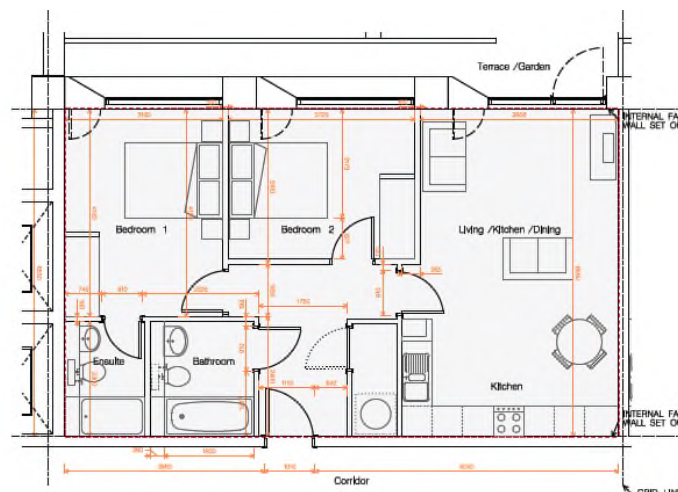


*One Bed 2 person Apartment*

In relation to the two bedroom apartments, all of these apartments aim to meet National Space Standards for their respective intended occupancy. Some of the unit areas and terrace / garden sizes vary and these differences can be seen on the submitted floor plans.

An example of one of the two bed four person apartment has an internal space of 72.3 sq.m. The units on the upper levels incorporate dual aspect apartments with some corner units incorporate dual aspect apartments. The main sitting area widths in excess of 3.2m (London Housing Design Guide), living areas in excess of 27sq m (London Housing Design Guide), and double bedroom widths in excess of 2.75m (National Space Standards).

An example of the two bedroom 4 person apartment can be seen below:



*Example of Two Bedroom 4 Person Apartment*

The proposed ground floor garden terraces, balconies, and roof top amenity spaces will provide an opportunity for residents to benefit from outdoor living and to meet and



socialise, helping to create a new community within the building. By including a mix of apartment types, including ground floor apartments with private garden space, it is considered that the development will be capable of accommodating a wide variety of residents.

The site is within easy walking distance of local amenities as well as the main retail facilities in the city centre. It is considered that the proposed apartments are an appropriate size and provide well-sized, well-designed living, sleeping and storage spaces. The shared amenity and circulation spaces have been designed in order to give a sense of place to the development. All shared lifts, stairs and corridors are generously dimensioned up to the front doors of the well designed, proportioned and decently sized apartments.

The layout of the building has been designed to provide an appropriate level of privacy for existing neighbouring residents as well as those that will occupy the building. All apartments are appropriately sized in line with the space standards referenced in the Manchester Residential Quality Guidance. The average size is 50.3 sqm for a 1 bed apartment and 72.3 sqm for a 2 bed apartment. Therefore, the proposed accommodation is considered to be acceptable in this case.

#### Impact on Heritage

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area and the nearest Conservation Areas are Ancoats to the south of the application and New Smithfield to the west, however these are both some distance away. Whilst there will be long ranging views of the development from within and looking towards these Conservation Areas, it is not considered that there will be any harmful impacts as a result of the development on these heritage assets.

The nearest Listed Buildings include the following:

- Marble Arch Inn: Grade II Listed
- Warehouse on west corner of the junction with Simpson Street.
- Sharp Street Ragged School: Grade II Listed
- Co-operative Press Building: Grade II Listed

Due to the distance of these buildings from the application site, it is not considered that the proposal will have an unacceptable impact on the setting of these listed buildings. Under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of these nearby listed buildings, and this harm has been weighed against the overriding public benefits of the proposal.

As detailed elsewhere within this report, the proposed development responds positively to the grid pattern of the area by adopting a perimeter block arrangement which provide robust built form to the site edges. The proposed height of the development, whilst being taller than nearby buildings, adds to the character of the area and its overall distinctiveness.

## Tall Buildings

The proposed development has been considered against the Historic England Guidance in relation to the following matters; assessment of context, heritage, architectural quality, sustainable design and construction of the proposal, credibility of the design, contribution to public space and facilities, effect on the local environment and the provision of a well-designed, inclusive environment.

The existing building on the site is not considered to be of any special architectural value and has no historic interest and therefore, it is not considered to make a significant contribution to the character of the immediate urban environment. The site is not within a conservation area and there are no listed buildings either on the site or within close proximity.

Due to the existing townscape, ground-level views of the proposed development from within the Shudehill Conservation Area are limited to a single, restricted viewpoint from Mayes Street, on the north-east edge of the Conservation Area. Given recent developments and the distance between the proposed development and the closest Conservation Area, this is unlikely to be considered a key view.

A small number of glimpse views of the proposed development may be available from within the Ancoats Conservation Area in the distance. These would be long-distance, restricted views available only between existing buildings and are also unlikely to be considered to be key views. The site is currently a very low density given its city centre location and has low design quality. The proposed development will include the provision of architectural quality to the site and this means that the proposal is appropriate for this location.

In relation to architectural quality, the proposed building has been designed to be of a similar scale and massing of surrounding buildings and the design is therefore, it is considered to be appropriate for this location. It is considered that the proposal responds to the varying scale and styles along this stretch of the Rochdale Road. The massing of the scheme responds to both existing buildings and proposed developments that have received planning permission.

In relation to the sustainability, the design of the building has adopted a hierarchy approach to the design by looking at passive design methods to reduce energy and provide a high level of energy efficiency. The building is also orientated to take best advantage of the daylight hours with a high proportion of glazing providing good levels of natural light and promoting beneficial winter solar gain to all areas of the development. Consideration has been given to the use of sustainable materials for the development, in an approach that will encompass careful selection of new materials, as well as re-use of the existing materials on-site, where possible. The proposal also seeks to improve the biodiversity on the site, with the inclusion of rooftop green spaces along with private garden spaces for three ground floor apartments and the planting of five new trees on Dyche Street.

The effects on the local environment of the proposed development have been fully assessed as part of the reports submitted with the application, which includes an air

quality assessment, an ecological survey, an environmental noise assessment, a sunlight and daylight assessment, a transport statement and a wind assessment. The technical information contained in these assessments demonstrates provides a comprehensive review of the proposal and where necessary mitigation measures are recommended and can be incorporated into the detailed design stage of the development.

The proposed development would accord with policy EN2 in that it is of excellent design quality, it is considered to be appropriately located at a gateway to the City being located on a main radial route on Rochdale Road and close to the Inner Relief Road, on the fringe of the City Centre. Furthermore, it is well served by public transport within walking distance of the City Centre.

Therefore, the proposals are considered to comply with Core Strategy Policy EN2, the Guide to Development in Manchester SPD and Historic England Guidance Note 4: Tall Buildings.

### Affordable Housing

Affordable Housing is not being provided as part of the proposals. Within the Housing for Choice SPD, there are some exceptions listed that are applicable in this case. In relation to land ownership, it states that a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where a legally binding agreement was reached on land values by 1st December 2007, which had not incorporated the cost of affordable housing. It has been confirmed that the land was purchased by Realty Estates in 1985. When the land was purchased, the site was occupied by a vacant petrol filling station and was subsequently developed for employment purposes. As such, the previous land deals did not incorporate the cost affordable housing.

Notwithstanding this, a Viability Appraisal has been prepared by the applicant and submitted to Manchester City Council and has confirmed that the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability. It is also considered that the inclusion of affordable housing may prejudice the achievement of other important planning and regeneration objectives which are included in the Neighbourhood Development Frameworks for the surrounding area. The development will help to contribute towards the pressing need for additional homes in the city centre. It has also been confirmed in the submission that the proposals will deliver a different type of residential accommodation in this part of the city centre and the units will be made available for open market sales. This will further help to diversify the housing stock and provide a greater choice for residents.

### Archaeology

A desk-based assessment and Heritage Statement completed by ArcHeritage has been submitted in support of this application. Policies EN3 and DM1 of the Core Strategy requires that the new developments should take account of heritage assets and possible preservation. Extant policy DC20 of the UDP states that where remains cannot be kept in place proper recording shall be made. With regard to any

archaeological impact, the DBA and Heritage Statement finds that there is no evidence of prehistoric, Roman or medieval activity in the application site or, with the exception of a Roman coin and quern, its immediate vicinity. While Rochdale Road was extant by c.1650, land use within the site itself in that period is unknown. The land was sold for building purposes in the late 18th Century and subsequent development is likely to have impacted on any archaeological remains from earlier periods that may have been present. Following this, there has been a history of built development on the site but none of this is considered to be of archaeological importance.

This report has been assessed by the Greater Manchester Archaeological Advisory Service who have confirmed that later land-use suggests that there is good potential for well-preserved below-ground archaeological remains. However, the extent, depth, character and relative significance of these remains is not yet known. In particular, remains relating to back-to-back cellared workers' housing will be of especial archaeological interest, based on our knowledge of similar archaeological remains in the adjacent area. These investigations are poorly referenced in the report but they have successfully shown the significance of archaeological remains to inform our understanding of the condition of the working class in Manchester during this period (as described by, amongst others, Friedrich Engels in the 1840s), and also how later improvements were made by the city to living conditions and house construction. GMAAS anticipate that this site, which is mainly in use as car parking, will produce good archaeological evidence on this theme.

Therefore, GMAAS has recommended that the site is first of all evaluated through archaeological trial trenches. This will determine if remains survive that are significant enough to warrant further more detailed archaeological investigation and recording. A condition has therefore been included to request a Written Scheme of Investigation to be prepared setting out the methodology for the evaluation.

### Noise

A detailed environmental noise survey has been completed by Hann Tucker Associates and submitted to accompany the application. 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 report outlines the prevailing environmental noise climate at the development site, and that the acoustic requirements of national/local policies and current industry guidelines have been reviewed and used to inform a detailed noise impact assessment of incident noise affecting the development as well as potential noise output from the development, including the commercial units and noise transfer potential.

The report indicates that acceptable internal noise levels should be achievable within apartments with double glazed windows and standard/acoustic trickle ventilators within window heads in all areas. The report also considers the impact of noise transfer from the commercial units and sets out recommendations to limit the impact on residents in the apartments above. This includes using a suitable designed concrete slab to provide sound restriction as well as assigning noise limits to the

commercial units and imposing these through a future tenant's handbook. The use classes applied for (A1, A3 and B1) are also considered to not be significant noise generating uses. Potential plant noise emissions have been reviewed and limits/measures to control these have been set.

The noise assessment has been considered by Environmental Health and in relation to acoustic insulation for the commercial units, it has been stated that the commercial units should be limited to background music in their tenant information controlled through an appropriately worded condition. In relation to acoustic insulation for the residential units, confirmation has been sought in relation to specific acoustic treatment measures prior to fit out to confirm that the internal limits will be achieved by the development. Concerns were initially raised regarding the potential noise exposure on balconies especially on the Rochdale Road frontage. The report states that the 55dB limit is unlikely to be met and has given recommendations for roof terraces but not for the balconies. A detailed assessment has therefore been requested for the larger balconies where people are likely to be sat outside.

In relation to the installation of external equipment and necessary insulation, an acoustic report has been submitted with the application (Hann Tucker April 2017). Limits have been given for external plant noise in section 10.1.1. An addendum report will need to be submitted once the specific plant has been selected to confirm that the proposed limits will be achieved. The Air Quality Assessment shows that mechanical ventilation is required for residential units up to and including the second floor, this plant needs to be included in the acoustic assessment.

In relation to the issues raised regarding noise and acoustic insulation, an updated Noise Environmental report was submitted which provided updates to the acoustic report regarding the balconies, roof terraces and garden areas. The updates have now been accepted by Environmental Health. However, it has been noted that the 55dB limit for the gardens to the rear of the development will not be achieved, but given the city centre location, Environmental Health have accept that this is acceptable in this case.

Operating hours of the commercial units are unknown at this stage and have therefore, not been provided within the application. Therefore, Environmental Health have recommended that a condition be included that hours should be agreed following the provision of further information.

On that basis, provided that the plant equipment and residential and commercial accommodation are appropriately insulated and appropriate operational hours are agreed, 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.

### Ecology

The planning application has been accompanied by an Ecological Survey due to the inclusion of demolition works within the scheme and the potential for bat roosts. 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. This survey concludes that the proposals will have no effect on statutory or non-statutory

designated sites and that there are no protected species within the site. Therefore, the site is considered to be of low ecological value and there will be no harm as a result of the development proposals.

#### Landscaping and amenity space /boundary treatment/public realm

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

Due to the proposed building covering the entirety of the site area, there is limited opportunity for new hard and soft landscaping. However, all opportunities for the provision of amenity space for the development has been taken and provided in different forms. All the ground floor apartments and two apartments on Level 8 will be provided with a private garden, apartments on the upper floors will be provided with a balcony and all units will have access to the communal roof gardens to the rear of the building on Level 7, which provide a sense of openness and access to outside space. This provision is considered to be acceptable for a tall residential scheme on the fringe of the City Centre.

In addition to the amenity spaces outlined above, it is proposed to plant 5 new trees along the street boundary with Dyche Street. These will be located within the confines of the development site and not within the public domain, however they will be at the street level to soften the edge of the development from the existing residential building to the rear. This is considered sufficient to mitigate the loss of the two small trees currently present on the site.

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

#### Highways/car parking

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

The Manchester Residential Quality guidance addresses the issue of car parking under the section 'Make it Practical', where it offers guidance in relation to appropriate solutions to car parking. The guidance states that 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. In the city centre, the ability to deliver car parking on site at a level that will fully satisfy demand is often a product of the configuration, size, topography and ground conditions associated with a particular site. Small infill sites in the city centre are often key to wider regeneration outcomes; however, in isolation it is extremely difficult to meet on site requirements.

The Guidance then discusses recommended parking standards for different areas of the City. In accordance with the 'comply or justify' approach of this document, for the City Centre, developments will be required to provide a minimum 30 - 40% parking provision for developments within 800m walk of a public transport node (bus corridor, tram stop or train stop). The guidance states that a reduced on site provision may be justified on the basis of secure cycle parking in excess of 50% provision relative to apartment numbers, and the identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development. Demonstrating that the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages. Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

A Transport Statement and Framework Travel Plan have been prepared by Civic Engineers in support of the application. Section 2 of this Statement and the Transport Statement acknowledges the excellent accessibility of the site to a choice of means of public transport including the existing bus services on Rochdale Road, the Shudehill Interchange located 400m from the site, Victoria train station located 600m from the site and Piccadilly train station located 1,180m from the site. It is due to the sustainable location and the nature of the size/layout of the application site that the proposed development only includes a small provision of off street car parking.

Due to the highly accessible nature of the city centre location of the proposed development and excellent connections to public transport, plus the significant number of existing off-site car parking spaces available within the vicinity of the development through street parking and surface car parks, only 18 on-site car parking spaces are proposed within the development. This is due to the size of the application site and the difficulties in delivering a higher level of provision. The 18 car parking spaces being provided includes 3 disabled spaces and electric vehicle charging points provided for two of the spaces, with potential to convert the remaining 16 spaces if there is a demand. In addition to this, ample secure cycle storage has been provided internally at the lower ground floor level. There will be secured cycle storage for 100 cycle spaces, which equates to 100% provision (1 space per unit).

A Framework Travel Plan has been submitted to accompany the application. The document outlines policy interventions and measures that are commensurate with the scale and impact of the proposal and aims to reduce the environmental effects of transport associated with the development and raise awareness of non-car means of access. The Travel Plan provides information on existing transport services to the site and travel patterns, measures included within the proposal to enhance

accessibility and reduce car use, a travel plan coordinator and mechanisms for monitoring and reviewing the travel plan. The pro-posed measures include a welcome pack for residents including walking route information, promotion of walking and cy-cling groups, cycle route maps, Taxi company information and a link to TfGM journey planning software, the provision of secure cycle parking facilities, the promotion of local and national cycling events in line with TfGM promotions, and the appointment of a travel plan co-ordinator and issue details to the Council.

The measures outlined in the Framework Travel Plan are based on those submitted with the planning application and have been drawn from UK and local area best practice, specifically the adopted TfGM guidance. A condition has been included within the consent for the submission of a full green travel plan to allow detailed monitoring to take place in order to develop these initiatives further.

It is acknowledged that the development does not provide the full 30-40% car parking provision as outlined within the Manchester Residential Quality Guidance for City Centre locations. However, it has been clearly justified that a reduced provision of parking provision at the site is acceptable due to the high level of cycle parking provision, the inclusion of electric vehicle charging points, the highly sustainable location and proximity to a wide range of public transport. Therefore, it is considered that the proposed development reduces dependency on car use with its proximity to excellent public transport links and the city centre. Surface pay-and-display parking is available to residents as well as contract car parking available at a reduced rate. This approach is in line with the requirements of Core Strategy Policy T2 and reflects the highly accessible nature of the location and availability of existing car parking within the vicinity of the site.

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

### Construction Management

Due to the demolition of the existing buildings, the major nature of the development and the compact nature of the street pattern in this area, a Construction Management Plan (CMP) framework has been submitted in support of the planning application, which sets out the strategy for managing and mitigating construction phase impacts.

It has been confirmed within the CMP that considerate contractors will be employed to make sure that whenever works are undertaken they are respectful to neighbouring properties. On selection of the Principal Contractor, a detailed CMP will be prepared and submitted to the LPA for approval in advance of construction works commencing on site. As well as construction management, this document will deal with construction phase health and safety, environmental management and site waste management, logistics and traffic management. The CMP includes a high level



suggested sequence of construction activities, however, on appointment of a Principal Contractor, a detailed sequence of construction activities will be prepared.

The CMP does outline that construction traffic is at this stage unknown because construction traffic would be managed by the appointed contractor. Therefore, a condition has been included to ensure that prior to starting works on site the Contractor will be expected to submit a detailed Construction Traffic Management Plan as part of the Construction Management Plan to the Council for agreement with Highway Services. Due to the narrow highways system around the site, a number of local traffic management arrangements will be made to ensure the impact on local highways is minimised. In addition, the Construction Traffic Management Plan would be likely to include details on how vehicle emissions will be managed including heavy goods vehicles. This will include best practice measures such as turning vehicle engines off when on the site and ensuring that vehicles arrive at designated times in order to minimise the impact on the local highway network and local pollution levels. Adjacent developments under construction, or scheduled to be under construction, will also be factored into the design and implementation of the detailed CMP.

The CMP confirms that construction times will be in line with the hours of operation as detailed in Manchester City Council's Guidance GD03 Information for developers. Construction works such as excavation, piling, cutting, breaking out and plant movements which cause noise, vibrations or dust will be monitored and planned to minimise the possible nuisance so far as is reasonably practicable. It is highly probable that nuisance relating to air quality such as dust and fumes will appear from construction activities. The degree of dust deposition is usually dependent on the nature of the works. Construction traffic movements or ground work activities will most likely produce increased levels of dust. The Principal Contractor will address these issues to minimise dust and fumes. Other measures that will be considered as part of the CMP will be low noise plant options where appropriate, turn off plant when not in use, noise attenuation techniques for example screening, as well as the planned erection of hoarding, appropriate selection and maintenance of construction vehicles, plant and equipment to minimise emissions and investigate the use of electric powered plant.

On the basis of the information given above, it is considered that any issues arising from the construction of the development can be suitably addressed in order to minimise any impact on the occupiers of surrounding properties. Notwithstanding this, a condition has been included to require the submission of a construction management strategy which addresses issues such as how the construction process will be managed at the site, particularly in respect of the operating hours, dust suppression, wheel washing, routing strategies, security and waste.

#### Flood Risk/surface drainage

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

local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

A Flooding and Drainage Statement has been submitted to accompany this application. All forms of flood risk to the site have been assessed and it has been determined that there is low risk of flooding from all forms to the proposed development.

The submitted report confirms that the proposed development will utilise Sustainable Urban Drainage Systems (SuDS) unless there are practical reasons for not doing so and aim to ensure the surface water run-off is managed as close to its source as possible. The SuDS design for the development site should ensure that the quality of any receiving water body is not adversely affected and preferably enhanced.

The Flooding and Drainage Statement 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 efficiently - specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

An Energy and Sustainability Statement has been prepared by Clancy Consulting Limited and has been submitted in support of this application. The statement confirms that the development will be constructed using sustainable design methods to ensure that the Council's aspirations for good quality building stock can be met.

The statement recommends that through including provision for the future inclusion of photovoltaic panels at roof level along with high efficiency lighting, lighting controls, high efficiency mechanical ventilation with heat recovery, and natural ventilation to

circulation areas, the building will comply with local planning policy and current Building Regulations.

To demonstrate the client's commitment to sustainability, it is proposed that the ground floor commercial units will be constructed in line with BREEAM 2014: New Construction requirements. Based on the Client and Design Teams commitments a Pre Assessment has been prepared for the ground floor commercial units Retail Shell Building and indicates that for a BREEAM 2014 New Construction Assessment a score of 66% will be targeted to attain the 'Very Good' rating.

It is noted that policy DM1 of the Core Strategy requires that a Code for Sustainable Homes rating criteria is achieved. However, on the 26 March 2015 the Code assessment criteria was revoked by Royal Assent. Whilst the assessment criteria has been revoked, it is still important to understand how a development performs, particularly in respect of waster efficiency and energy standards. In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development is satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

#### Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. 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. A Phase 1 Preliminary Risk Assessment has been prepared by LK Consult Limited and is submitted in support of the planning application. The report outlines that the site was historically used for commercial purposes as indicated by historical building plans. From the late 1950's, a petrol filling station was present as well as a caravan sales display. More recently, the site has been used as a car park with a single story office building used by Realty Estates. The surrounding area has mainly been developed for industrial purposes. A historical map review identified iron works, printing works, engineering works and a tobacco factory previously located within 250m of the site.

The Phase 1 Preliminary Risk Assessment identifies the following potential contamination sources affecting the site; heavy metals, PAHs, sulphate, hydrocarbons, gas (carbon dioxide and methane) and hydrocarbon vapours. It is recommended that Phase 2 intrusive survey is carried out across the site to investigate the identified potential pollutant linkages further. Therefore, it is recommended that a condition of the planning approval is that details should be

submitted in relation to the contamination of the ground. 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.

### Waste

A major mixed use development of this nature will generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. Full details on the waste strategy have been submitted within the Design and Access Statement and Transport Statement. In summary, a bin store for the commercial units and a separate bin store for the proposed apartments will be located in the basement of the building and will provide enough storage for a weekly collection. Separate recycling facilities will also be provided.

The waste management strategy states that residents and occupiers of the commercial units will access the bin store through the main stair core to take refuse to the basement. The management company will then cart the bins to the temporary bin store area at ground floor off the street. A refuse vehicle will stop kerb side on Dyche Street, to empty the bins. The continual management of the store will be completed by the management company.

The submitted waste management strategy has been assessed by Environmental Health the initial comments made in relation to waste management for the commercial units was that the bin store for the commercial units seems very small. However, following the submission of additional information by the applicant, it was confirmed by Environmental Health that the applicant has responded to state that the submitted Waste Pro-Forma sets out how the commercial bin storage has been calculated and this is based on MCC guidelines. As occupiers have not yet been identified for these units, it is considered that this is an appropriate method for calculating the likely requirements. As set out in the pro-forma additional space could be provided within the individual units if required. It is however not possible to show where these additional bin stores could be located as the internal configuration of the units has not been fixed. Therefore, it is requested that a condition for the final waste strategies is included, so the information on the submitted Waste Pro Forma is acceptable at this stage and further details can be submitted once occupiers have been identified. Environmental Health have confirmed that it is accepted what has been confirmed regarding commercial waste and that the commercial units will need to provide their own waste strategies prior to occupation.

In relation to waste management for the residential units, the Waste Management Strategy submitted with the application is considered to be acceptable.

The arrangements ensure maximum ease and efficiently for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents and commercial operators recycle and the

measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

### Air Quality

An Air Quality Assessment has been submitted in support of the planning application. The proposed assessment states that during the construction phase of the development, there is the potential for air quality impacts as a result of dust emissions from the site. However, with the implementation of mitigation in the form of good practice dust control measures, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, and construction activities was predicted to be not significant. A Construction Management Plan has been submitted in support of the planning application setting out how these measures could be implemented.

The assessment confirms that during the operational phase of the development, there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. However, due to the reduced number of trips anticipated to be produced by the proposals when compared with the existing land use, negligible impacts were predicted. The Assessment also concludes that with appropriate levels of mechanical ventilation there will not be a detrimental impact on the air quality for occupiers of the units.

The submitted Air Quality Assessment has been assessed by Environmental Health and the comments received outline that the air quality assessment report submitted with the application concludes that NO<sub>2</sub> is exceeded up to and including the second floor. Residential units on the ground floor are located to the rear of the development and therefore away from Rochdale Road, therefore mitigation is not required. Where required mechanical ventilation should be provided with either a clean air inlet above 10.6m or NO<sub>2</sub> absorption filters should be fitted. Therefore, confirmation was requested in relation to which approach will be installed. If using filters additional information will need to be provided on how these systems will be maintained including changing the filters. If electric vehicle charging points can be included in the development this will be acceptable as an additional measure. It has also been stated that boilers will meet the requirements of the guidance too.

In response to these comments, the applicant has confirmed that the apartment ventilation will be provided via high efficiency Mechanical Ventilation Heat Recovery (MVHR) systems in line with Building Regulations Part F air inlet and exhaust ductwork will incorporate insulation and attenuation. Proprietary carbon filtration units will be provided in the fresh air inlet ductwork to absorb particulates and minimise the effects of pollution on the internal environment. The applicant has confirmed that they cannot provide further details on the exact specification at this stage, as a supplier has not been identified at this stage. However, appropriate measures will be taken to ensure that the filters can be maintained and cleaned when required. Therefore, a condition is requested to address the outstanding issues relating to air quality.

### Residential amenity

It is acknowledged that there are existing residents living within the apartment blocks immediately surrounding the application site, and there would be a significant increase in the amount of development on the site compared to the existing single storey office building and surface car parking on the surrounding land. Significant concerns have been raised from these residents in relation to loss of privacy, an overbearing and overshadowing impact on windows and balconies, and in general on the amenity currently enjoyed by the occupants of these existing buildings. However, it is considered that the site is currently predominantly surface car parking with little landscaping, so the redevelopment would improve the visual appearance of the site to the benefit of this key regeneration area on a main radial route into the City Centre.

As outlined above in detail, the buildings have been designed and sited to reduce the overlooking, overshadowing and overbearing impact on the adjacent properties. However, it should be noted that this site is located on the frontage of this neighbourhood on Rochdale Road and therefore, an increased height in this location is considered to be appropriate in context. The distance between the existing windows at Northern on Dyche Street and the new windows in the rear elevation of the proposed development is approximately 12.126 metres at the closest point (floors 1 - 6) and 23.873 m at the furthest Point (floors 7 to 13). The layout of the building takes into consideration the distance between Northern Angel and the proposed development. The proposed development has been set back from Dyche Street to maximise the distance between the proposals and the existing residential building. The units closest to Dyche Street have bedrooms, rather than living spaces directly looking out to minimise day to day overlooking. The built form of the apartments is also pushed to the edge of the Rochdale Road boundary to assist in maximising the distance from Dyche Street, as well as providing a strong urban edge to Rochdale Road.

It is also acknowledged that due to the height and proximity of the proposed building to existing residential units, there is the possibility of some overlooking, overbearing and overshadowing impact (to varying degrees). However, it has been considered that in this tight urban grain area where existing residential buildings are located in narrow densely populated streets, that there is a reasonable distance between the existing apartments, their windows/balconies and the new development and as such, these impacts are not unduly harmful to outweigh the redevelopment of the site (which is a key priority for the development framework) and the contribution this proposal can make to the ongoing regeneration of this area of the City.

A Daylight and Sunlight Assessment has been completed by the applicant. The technical analysis has been informed by the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'. The guidelines provide a recommendation to inform site layout and design. It should be noted that they are not mandatory nor do they form planning policy and their interpretation may be treated flexibility depending on the specifics of each site. It should also be noted that the BRE guidance is based on a suburban setting (equivalent to the light available over

two storey houses across a suburban street), no guidance is given as to suggested daylight and sunlight levels in city centres.

The report confirms that the existing site is currently underdeveloped, and so an analysis of the open site, against the proposed development would not be representative of the characteristics and nature of the surrounding urban density. To ensure that the new development matches the height and proportions of the existing surrounding buildings, GIA used a notional five storey building on the site which is consistent with Appendix F of the BRE Guide. In addition, the development proposals have been set against the recent adjacent consent at Sharp Street for a part seven and part nine storey hotel building (application reference 111921/FO/2016/N1). This recent scheme sets a strong precedent in this location, and is very similar in its proximity to established residential developments.

The BRE Guidelines provide three methodologies for daylight assessment, namely;

- The Vertical Sky Component (VSC);
- The No Sky Line (NSL); and
- The Average Daylight Factor (ADF).

There is one methodology for sunlight assessment, denoted as Annual Probable Sunlight Hours (APSH). For the ADF assessment, we have used the living room target of 1.5% to the living kitchen diners, rather than the family kitchen target of 2%. This is more reflective of the urban nature of the site, and the potentially occupiers of the adjacent buildings. If an ADF value is within 0.8 times its former value, with the proposed development in place, we deem this to comply with the BRE Guide. This has been applied to reflect the context of the site, the nature of the development framework surrounding the building, and the expectation that a greater degree of obstruction if new development is to match the height and proportions of existing buildings. The BRE also suggest that a reduction of this magnitude would not be perceptible to an existing occupier. The report includes the creation of a three dimensional computer model of the site and the surrounding properties to allow for a detailed daylight and sunlight assessment.

The pertinent residential accommodation, which is relevant for daylight and sunlight assessment in this case was considered to be the consented Angel Gardens scheme to the west, the consented 4 Angel Court development to the north west, the Northern Angel building to the north, the Skyline Central building to the south and the Angel Pub to the west. Each of these properties were assessed as follows:

For Angel Gardens, the technical analysis shows that all of the windows in question show full compliance to the BRE VSC daylight targets, 320/320 (100%), 212/217 (97%) rooms pass the ADF daylight targets, and 217/217 (100%) rooms pass NSL daylight distribution targets. When assessed against the APSH sunlight, all of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered acceptable. When considering the Sharp Street scheme as the baseline, the technical analysis shows that all of the windows in question show full compliance to the BRE VSC daylight targets, 320/320 (100%), 212/217 (97%) rooms pass the ADF daylight targets, and 217/217 (100%) rooms pass NSL daylight distribution targets. When assessed against the APSH sunlight, all of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered acceptable.

For 4 Angel Court, the technical analysis shows that all of the windows in question show full compliance to the BRE VSC daylight targets, 120/120 (100%), 48/48 (100%) rooms pass the ADF daylight targets, and 48/48 (100%) rooms pass NSL daylight distribution targets. When assessed against the APSH (Sunlight criterion), 46/48 (96%) rooms will meet the targets with the exception of 2 no. rooms, which are circulation space, and so do not require assessment. When considering the Sharp Street scheme as the baseline, our technical analysis shows that all of the windows in question show full compliance to the BRE daylight targets. When we assessed against the sunlight targets, 46/48 (96%) rooms will meet the targets with the exception of 2 no. rooms, which are circulation space, and so do not require assessment.

For the Northern Angel development, the analysis demonstrates that 187/282 (67%) of the windows relevant for assessment show full compliance to the VSC methodology within the BRE Guidelines. 114/137 (83%) rooms pass ADF guidelines, with the majority of the losses being to bedrooms. There are only minor reductions in actual ADF differences between the Sharp Street hotel scheme, and the current proposals, between 0.1%-0.2% ADF. In addition to this, the majority of the living rooms that do not meet the ADF targets are overhung by a balcony above. These balconies, whilst providing valuable amenity space to the residents, serve to limit the amount of visible sky. When assessed against the third daylight methodology, the NSL; 107/137 (78%) of the rooms show full compliance to the recommendations within the BRE Guidelines. The rooms that do not meet the targets predominantly have low daylight levels in both scenarios, and are overhung by balconies. When assessed against the APSH (Sunlight criterion), 99/137 (72%) of the rooms tested will meet the BRE APSH targets. The overhanging balconies will obscure some of the annual sunlight hours, and low level obstruction, which is expected in an urban setting, will limit the availability of winter sunlight hours. The report states that it should also be appreciated that the design of Northern Angel is particularly un-neighbourly, with main habitable living rooms overlooking the site, on the boundary of their site, and at low level. This has placed a high burden on the development site to maintain light to these un-neighbourly windows, which could be seen to be unreasonable in an urban setting.

When considering the Sharp Street scheme as the baseline, our analysis demonstrates that 190/282 (67%) of the windows relevant for assessment show full compliance to the VSC methodology within the BRE Guidelines. 113/137 (83%) rooms pass ADF guidelines. When assessed against the third daylight methodology, the NSL; 104/137 (76%) of the rooms show full compliance to the recommendations within the BRE Guidelines. When assessed against the APSH (Sunlight criterion), 93/137 (68%) of the rooms tested will meet the BRE APSH targets.

It is considered that the assessment against these criteria generally demonstrates that the daylight and sunlight levels will be commensurate with the location and nature of the site and proposed development. The results also indicate that there is only a marginal difference between the daylight and sunlight levels in the surrounding buildings, when set against the notional 5-storey building or the part seven and part nine storey hotel building at Sharp Street.



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

#### Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

#### TV reception

Due to the height of this proposal and the presence of existing residential properties in the area, a Baseline Television Signal Survey and Television Reception Impact Assessment was conducted by GTech Surveys Limited, and has been submitted in support of this application. Any potential impacts to the reception of analogue terrestrial television, digital terrestrial television (Freeview) and digital satellite television services (such as Freesat and Sky) of the surrounding residential buildings have been assessed.

The report concludes that whilst widespread interference is not expected to the reception of Freeview services due to the favourable lack of dense residential properties in any signal shadow areas, the development may cause some signal attenuation to small areas over the Rochdale Road. In those areas, the attenuating factors of the building may cause a reduction in signals levels and thus a reduction in received signal quality. Should disruption occur, the repositioning or betterment of receiving antennas should restore the reception of DTT services. DTT is more commonly known as 'Freeview'.

The use of tower cranes and the proposed development itself is likely to cause disruption to the reception of digital satellite television services for users located to the north and northwest of the site, within 109m from the building's north western corner. In the affected area, the tower cranes and buildings could obscure the satellite dishes' views of the southern skies, resulting in interference. If interference does occur, the repositioning of the satellite dishes to locations without an obscured line-of-sight view to the serving satellites would restore all services.

Therefore, it is recommended that a condition of the planning approval shall be that appropriate mitigation should be addressed if a post completion study identify that such measures are necessary.

### Inclusive Access

The proposed development has been designed to be fully inclusive in terms of access. The proposals are adaptable and provide a range of unit sizes, including ground floor apartments, which have been designed to meet the accessibility requirements of residents. A level approach will be provided from Rochdale Road into the lobby and commercial units. The ground floor residential units will be fully accessible from Dyche Street. The car park can also be accessed through the lift core. Three designated disabled car parking spaces are located in the main car park in close proximity to the central core lifts. The access to the communal amenity space, commercial units and terrace has been designed to be fully accessible to disabled residents and customers, including wheelchair users.

The proposals will create an inclusive environment by ensuring that disabled people will use the same entrances as other users of the building, there is level access to the main entrance and provisions of fully accessible lifts will mean that all floors will be universally accessible without the need of supervision or assistance and that communal corridors are all of a generous width of 1200mm, thus allowing for passing within the corridor with minimum of 1500mm in front of lifts. Therefore, it is considered that the development will be accessible to all and is considered to be accessible.

### Conclusion

The application site falls within the Angel Meadow / Ludgate Hill area of the City that features as a key city-centre location within the Northern Gateway. The lower sections of Rochdale Road are also seen as key in supporting the transition from higher density apartment living in City Centre locations to a more suburban residential feel in outlying neighbourhoods; that include Collyhurst and the Lower Irk Valley. Both the New Cross and LIV development frameworks see this being reflected in the height / density of development and the promotion of high quality schemes that help re-enforce the Rochdale Road Corridor as a key arterial route into and out of the city. This application is considered to support those strategic aims by delivering a high quality scheme in a priority location, which is consistent with the predominantly residential-led, mixed use offer being promoted throughout the Northern Gateway.

The proposal will see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration and positioned along a main radial route in the City Centre. A total of 100 spacious residential units will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing private sale accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, ecology, flood risk and sustainability have all been

considered along with ground conditions, designing out crime and waste management.

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

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

**Recommendation      APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the scale, design and appearance of the development, accommodation type and mix along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the waste management strategy, air quality and the design of the new vehicular access point along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Conditions to be attached to the decision**

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

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

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

## Drawings

L(-) 1000  
L(-) 1001  
L(-) 200  
L(-) 201  
L(-) 202  
L(-) 203  
L(-) 210  
L(-) 211  
L(-) 221  
L(-) 500  
L(-) 102  
L(-) 105  
L(-) 106  
L(-) 107  
L(-) 108  
L(-) 109  
L(-) 113  
L(-) 114  
L(-) 115

Stamped as received by the Local Planning Authority on the 26<sup>th</sup> June 2017

L(-) B101  
L(-)100 Rev A  
L(-)201 Rev A

Stamped as received by the Local Planning Authority on the 11<sup>th</sup> August 2017

## Documents

Design and Access Statement  
Planning & Tall Buildings Statement  
Air Quality Assessment  
Commercial Unit Shell Breeam Pre-Assessment  
Construction Management Plan  
Daylight and Sunlight Assessment  
Planning Energy Statement  
Residential Management Statement  
Statement of Consultation  
TV Reception Survey  
Planning Utility Statement  
Planning Ventilation Statement  
Wind Microclimate Desk Study  
Ecological Survey and Assessment  
Flood Risk and SuDS Statement  
Phase 1 Preliminary Risk Assessment  
Desk based assessment & Heritage Statement  
Waste Management Strategy Proforma  
Transport Statement  
Travel Plan

Stamped as received by the Local Planning Authority on the 26<sup>th</sup> June 2017

Crime Impact Statement

Stamped as received by the Local Planning Authority on the 28th June 2017

Tree Statement

Stamped as received by the Local Planning Authority on the 30th June 2017

Email and attachments from Deloitte received 29<sup>th</sup> August 2017

Revised Noise Assessment received 29th August 2017

Email and attachments from Deloitte received 31<sup>st</sup> August 2017

Email from Deloitte received on the 4<sup>th</sup> September 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.

3) Notwithstanding the annotations listed on the approved drawings in relation to proposed materials, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy.

4) a) The development shall be completed in accordance with the Phase 1 Preliminary Risk Assessment by LK Consultants dated 10<sup>th</sup> May 2017, stamped as received by the Local Planning Authority on the 26<sup>th</sup> June 2017.

b) The development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before

the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

5) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

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

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

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

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

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

7) No development shall take place until a scheme has been submitted for approval in writing by the City Council, as Local Planning Authority, for the implementation of a programme of archaeological works. The works shall then be undertaken in

accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
  - targeted archaeological excavation and recording
  - a targeted historic building survey
  - a targeted archaeological watching brief
2. A programme for post investigation assessment to include:
  - analysis of the site investigation records and finds
  - production of a final report on the significance of the archaeological and historical interest represented.
3. Deposition of the final report with the Greater Manchester Historic Environment Record and dissemination of the results commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

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

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

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

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

9) Prior to the commencement of the development hereby approved, a proposed Local Employment Agreement strategy for the construction of the development shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved strategy. Prior to the occupation of the ground floor commercial units hereby approved, a proposed Local Employment Agreement strategy for the future staffing of the commercial uses shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The commercial uses shall then be operated in accordance with the approved strategy.

Reason - To safeguard local employment opportunities, pursuant to policies SP1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall be carried out in accordance with the Planning Energy Statement and Commercial Unit Shell Breeam Pre-Assessment completed by Clancy Consulting stamped as received by the City Council, as Local Planning Authority, on the 26th June 2017. 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.

11) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 5<sup>th</sup> June 2017, stamped as received by the City Council, as Local Planning Authority, on the 28<sup>th</sup> June 2017. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

12) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt the plan shall be designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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



13) Prior to the first use of the commercial units as indicated on drawing L(-) 100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 11<sup>th</sup> August 2017, should fume extraction be required details of how the fumes, vapours and odours shall be extracted and discharged from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the commercial premises and thereafter retained and maintained in situ.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be completed in accordance with the revised noise assessment prepared by Hann Tucker stamped as received by the City Council, as Local Planning Authority, on the 29<sup>th</sup> August 2017, in relation to the acoustic treatment of the commercial units on the ground floor of the development hereby approved, which states that the commercial units shall be limited to background music only. The approved scheme shall then be implemented prior to the first use of the premises.

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

15) The development hereby approved shall be completed in accordance with the revised noise assessment prepared by Hann Tucker stamped as received by the City Council, as Local Planning Authority, on the 29<sup>th</sup> August 2017, in relation to the acoustically insulating the proposed residential accommodation against noise from the local road network, the surrounding area, and noise transfer from the commercial units in the development hereby approved. The approved scheme shall then be implemented prior to the first use of the premises. The approved noise insulation scheme shall be completed before the first occupation of the development and thereafter retained and maintained in situ.

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

16) a) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy contained with the Design and Access Statement and the City Council's Waste Management Proforma stamped as received by the Local Planning Authority on the 26<sup>th</sup> June 2017 and the approved lower ground floor plan numbered L(-) B101 stamped as received by the City Council, as Local Planning Authority, on the 11<sup>th</sup> August 2017 in relation to the waste strategy for the residential accommodation hereby approved.

b) Prior to the first occupation of the development hereby approved, details of the proposed uses within the commercial units hereby approved and the required

volumes and types of waste produced by the development and the exact number and capacity of the bins proposed, to accompany the locations of the proposed bin stores shown on the approved lower ground floor plan numbered L(-) B101 stamped as received by the City Council, as Local Planning Authority, on the 11<sup>th</sup> August 2017, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The refuse arrangements shall be put in place prior to the first use of the development and remain in situ for as long as the development is in use.

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

17) No part of the building marked as commercial units or as shown on the approved drawings, shall be occupied until the opening hours of such part have been agreed in writing by the City Council as local planning authority. That part of the building shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

18) 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).

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

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

20) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall

thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21) Prior to the first occupation the commercial units as indicated on drawing L(-) 100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 11<sup>th</sup> August 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 development and thereafter retained and maintained in situ.

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

22) The development hereby approved shall be operated in accordance with the Travel Plan completed by Civic Engineers stamped as received by the Local Planning Authority on the 26<sup>th</sup> June 2017.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item the approved commitment to surveying the travel patterns of residents and staff during the first three months of use of the development and thereafter from time to time, shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

23) The development hereby approved shall be constructed in accordance with the lower ground floor plan numbered L(-) B101 stamped as received by the City Council, as Local Planning Authority, on the 11<sup>th</sup> August 2017 in relation to the provision of secure cycle storage for the residential elements of the development. The space and facilities shown on the approved plan shall then be retained and permanently reserved for bicycle parking while the buildings are occupied.

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

24) Prior to the occupation of any part of the development hereby approved, a scheme for the provision of off-site car parking within nearby private car parks through a formal agreement, shall be submitted to and approved in writing by the City

Council as the Local Planning Authority. The car parking provision approved shall then be retained and available for use for as long as the development remains in use.

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

25) Prior to the first use of the development, a scheme of off-site highway works in relation to stopping up existing vehicular access points, the replacement of redundant crossings and resulting footway improvements in order to provide an adequate pedestrian and vehicular environment at the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented and be in place prior to the first occupation of the development 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).

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

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

27) The development hereby approved shall be completed in accordance with the TV Reception Survey Report completed by GTech Surveys Limited received by the Local Planning Authority on the 26th June 2017 in relation to the assessment of the impact of the development on television signal reception within the potential impact area. The measures identified in the report must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

28) 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 development 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.

29) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

30) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September inclusive), unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

31) The development hereby approved shall be constructed in accordance with the Ecological Survey and Assessment completed by Erap Consultant Ecologists stamped as received by the Local planning Authority on the 26<sup>th</sup> June 2017.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

32) a) The development hereby approved shall be carried out in accordance with the Air Quality Assessment prepared by Syntegra Consulting stamped as received by the City Council, as Local Planning Authority, on the 26<sup>th</sup> June 2017, and the email from Deloitte received on the 4<sup>th</sup> September 2017. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

b) Notwithstanding the above, within 3 months of the commencement of the development, full details of the supplier and details on maintenance for the filter option for the proposed mechanical ventilation shall be submitted to and approved in writing by the Local Planning Authority.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

## **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: 116777/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

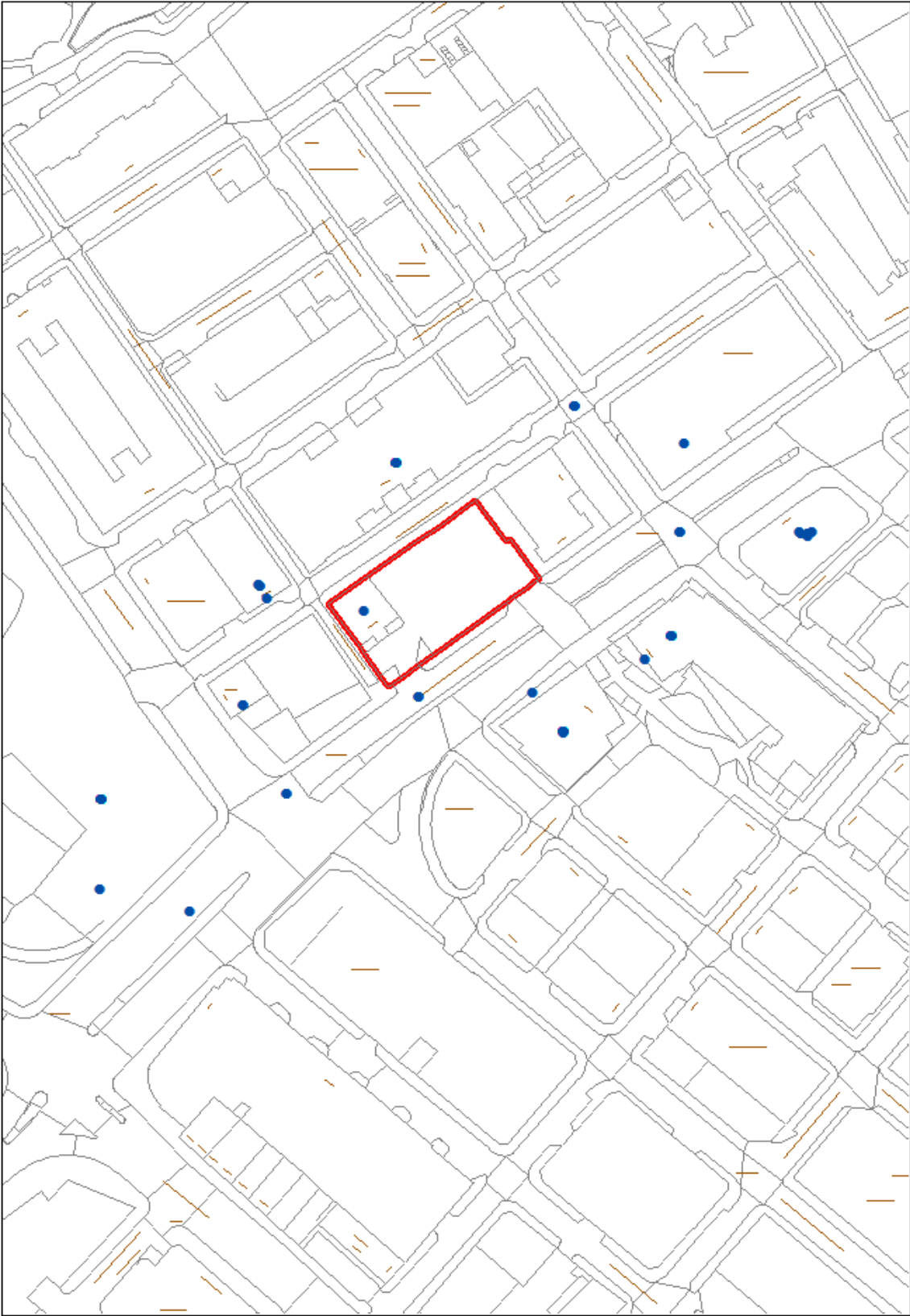
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Friends Of Angel Meadow  
Greater Manchester Police  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service

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:**

12 Tobacco Factory Phase One, 30 Ludgate Hill, Manchester, M4 4TF  
Apt 4.3 The Design House, 108 High Street, Manchester, M4 1HT  
108 Northern Angel, 15 Dyche Street, Manchester, M4 4DS  
77 Northern Quarter, 15 Dyche St, Manchester, M4 4DS

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



Application site boundary ● Neighbour notification  
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