

Application Number	Date of Appln	Committee Date	Ward
118120/FO/2017	16th Nov 2017	8th Feb 2018	Ancoats And Clayton Ward

**Proposal** Erection of a part 15, part 9, part 7 storey building to form 155 residential apartments together with ground floor commercial uses (Use Classes A1, A3 and B1) (288 sqm) with associated car parking, access arrangements and other associated works following the demolition of existing buildings and structure and the closure of Hatter Street

**Location** Land Bounded By Thompson Street / Mason Street / Bendix Street And Rochdale Road, Manchester

**Applicant** Beech Holdings Ltd, C/o Agent

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

### Description

The application site is approximately 0.21 hectares and is located within the New Cross area of Manchester. The site is bounded by Rochdale Road to the north, Thompson Street to the east, Mason Street to the South and Bendix Street to the West.

The site currently consists of four plots which will be amalgamated to form the development site. These sites are as follows:

- Mountain of Fire and Miracles Ministries – 14-16 Rochdale Road;
- Ada House – 77 Thompson Street;
- 60 Bendix Street; and
- Hatter Street

The topography of the application site is relatively even across the plots and consist of a number of low rise buildings predominately two and three storey in height. The buildings are in a poor state of repair with Ada House and 60 Bendix Street having now been vacant for a number of months. Whilst 14-16 Rochdale Road is currently occupied by a place of worship, the use of this premises is on a short term lease and the occupants are currently seeking alternative premises.

The proposal will also involve the stopping up of Hatter Street which forms part of the adopted highway network and will assist in bringing the above plots together as one single development site.

The surrounding area is a mixture of residential and commercial developments. To the north of the application site lies a mixture of residential and a small number of office developments. These residential blocks are of varying height which reflects their position along Rochdale Road along this gateway to the City Centre. To the east of the site lie low level commercial buildings and surface level car parking. The Wing Yip supermarket and Royal Mail sorting office are domain uses within this area.

To the south of the site lies low level commercial and office developments with buildings ranging from two to four storeys in height as well as a number of vacant sites currently being used as surface level car parking. The residential block of Skyline Central lies immediately to the west of the site.

The application site falls within the New Cross Development Framework which sets out the vision for the regeneration of the area. Currently the area suffers from limited activity, a poor quality built environment and public realm. As a result of the framework, the area is, however, in transition with the framework setting out the form and nature of development to come forward within the area. As a result, the New Cross area is expected to undergo significant regeneration over the coming years as a result of its close proximity to the City Centre through the implementation of the Framework which envisages large scale residential development to be developed as part of meeting the City's population growth.

Despite the low quality public realm and built form within the New Cross area, the area retains its original grid format.

The close proximity of the application site means that the heart of the City Centre is only a short distance away. The nearest neighbourhood is the Northern Quarter which provides a range of retail, amenities and services along with a vibrant evening economy.

The New Cross area has seen a significant amount of development interest over the past few years since the adoption of the development framework. This has resulted in a number of planning permissions being granted and developments commencing on site.

The application site is located in a prominent gateway position, is ready for redevelopment and will support the ongoing regeneration objectives for the area.

### **The proposal**

The applicant is seeking planning permission for the erection of a part 15, part 9, part 7 storey building to form 155 residential apartments together with ground floor commercial uses (Use Classes A1, A3 and B1) (288 sqm) with associated car parking, access arrangements and other associated works following the demolition of existing buildings and structures and the closure of Hatter Street.

The ground floor of the Rochdale Road elevation will provide the commercial space which will provide an active frontage along this key radial route. The commercial space has been separated into two units of equal size.

The upper floors of the development will comprise the 155 residential apartments which will be for open market sale. The accommodation can be broken down as follows:

- 44 x one bedroom apartments;
- 105 x two bedroom apartments; and
- 6 x three bedroom apartments.

The occupants of the development will have access to communal external amenity space on the ground floor of the development as well as roof top terraces. In addition, there will also be individual balconies associated with the apartments.

There will be 27 car parking spaces available for the residents of the development. The car park will be accessed off Mason Street. The car park will include provision for electric car charging. In addition, there will be 155 cycle spaces provided within the development.

The main residential entrance to the development will be off Thompson Street with servicing (refuse, recycling and plant spaces) for the building being located away from principal elevations.

### **The planning submission**

This planning application has been supported by the following information:

- Supporting planning statement;
- Design and access statement;
- Landscape design and access statement;
- Energy statement;
- Environmental standards statement;
- TV reception statement;
- Crime Impact Statement;
- Ecology Report;
- Acoustic report.

### **Consultations**

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

Two letters of objection have been received in respect of this matter and the comments can be summarised below:

- The numerous high rise projects coming up in this area is contributing to the oversupply of this sort of building and the streets are constantly filled with litter and rats. The influx of new resident will only worsen this;
- There is very little natural light into the ground floor flats on skyline central and this is helped by the presence of Hatter Street. The proposal to build on Hatter Street will mean that residents on the ground floor will be engulfed by the development and swallow up any remaining natural light;

- The CGI is not accurate in that it does not reflect the true width of Bendix Street which is too narrow to accommodate the height of the proposed development;
- There are no other high rise developments placed so close together in the area. The natural light issue would not only pose a serious health and safety violation but also devalue the property;
- The development is too large and too close to existing accommodation. Residents deserve liveable homes and loss of natural light will undermine this;
- There will be a loss of privacy from the balconies on the new development which appear to be no more than 10 metres away;
- The proposal would generate noise and disturbance being so close;
- There are health and safety issues associated with tall buildings being built so close together.

**Strategic Development Team** - This scheme has been reviewed by the Strategic Development Team and we are happy that this aligns with the NDF for New Cross in terms of land use and the quality of the overall development.

Critically, we will require that the development makes the necessary contributions towards public realm and place-making; as articulated through the approved New Cross Public Realm Strategy.

**Highway Services** – Given the City Centre location the site is considered to be highly accessible by sustainable modes and is in close proximity to a range of public transport facilities.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The basement area will provide parking for 27 cars (of which two will be accessible bays and one and electric charging point). This represents 17% parking which is consistent with other City Centre developments. Any additional parking demands and those generated from the commercial use are to be accommodated from the network of on street parking bays and adjacent car parks.

There will be 155 secure cycle parking spaces provided internal on the ground floor of the site which represents one space per unit together with an area designated for motorcycle parking and this is considered acceptable.

The vehicular entrance to the basement car park is from Mason Street and that incorporated a waiting area and car lift set back at ground floor level. This is acceptable.

Pedestrian access to the apartments will be from Thompson Street and Bendix Street and each will be recessed which is acceptable.

Servicing/deliveries are intended to take place along Bendix Street from a proposed loading bay and waste collection will take place from the north west side of Mason Street both of which are acceptable. An amendment to the existing traffic regulation order (TRO) will be required.

The bin store area is located on the ground floor and whilst this is acceptable in principle there should be a review of the access arrangements so that the doors will not open onto the highway. The residents bin storage area is located in the basement and on collection day the waste will be transported to/from the basement in the car lift by the building management team, placed within the temporary hold near the car lift and collected from Mason Street which is acceptable.

The application site is located in the New Cross area of the City Centre which is subject to a public realm strategy. This comprises of an agreed street hierarchy and connectivity strategy with highway material specifications, wider public realm and infrastructure improvements and an on street parking strategy. As such, there will be a requirement to contribute to this alongside the need to progress highway works through S278 highway agreements.

Any S278 agreement would need to include highway alterations, changes to TROs, highway stopping up and street lighting and drainage amendments.

It is recommended that there is the development, implementation and monitoring of a travel plan.

In addition, there should be the development of a detailed construction management plan.

**Environmental Health** – The ground conditions report submitted with the application has been assessed. Further information should be submitted which includes a detailed site investigation proposal, provision of the results of the post demolition asbestos survey, submission of a site investigation and risk assessment report and submission of a remediation strategy. On completion of the development a verification report shall be submitted.

Deliveries should be restricted as follows: Monday to Saturday 07:30 to 20:00 no deliveries/servicing on Sundays.

Details of fume extraction should be submitted.

The acoustic report has been considered in respect of the insulation of the commercial and residential accommodation. The report has proposed maximum internal noise limits for the commercial units (assuming general retail or a restaurant/bar with low levels of background music, the limits are not suitable for lively bars with loud amplified music, DJs or live music venues).

The submitted plans show there is a proposed gym on the ground floor, this has not been included in the acoustic report. An addendum report is therefore required to assess the potential noise break out and transfer from the gym to adjacent buildings and the flats above. Noise from the proposed outdoor areas of the commercial units has also not been assessed.

In terms of the residential accommodation, the report has made recommendations for glazing and alternative ventilation for each facade of the development. The options will be confirmed once the final design of the building is known. Therefore an

addendum report will be required to confirm the chosen options. A post completion report will also be required once the glazing and ventilation has been installed to confirm that the internal noise levels are being achieved (before occupation).

The balconies and roof terraces have also not be included in the report.

Once the plant has been selected further information will need to be submitted in this regard.

The refuse management strategy submitted with the application is acceptable.

The air quality report submitted is acceptable subject to the implementation of the measures outlined in the report which include, installation of specified boilers, mechanical ventilation system with nitrogen oxide filters, car park to contain electric car charging point with other capable of being adapted and a dust management plan during construction.

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

**Greater Manchester Archaeology Advisory Service (GMAAS)** - The current proposal site clearly contains early 19th century back-to-back and blind-back, cellared dwellings of the type famously described by Engels in his study of the working class in Manchester in the 1840s. Analysis of large scale maps show that most of the buildings have cellar lights and comparative analysis with other excavated sites in the area would indicate that preservation across parts of the development site is going to be very good – contrary to the conclusion of the desk based assessment. Whilst there is a short description of the site visit, there is no reference to the phasing evident in the brick work, the blocked openings and the 'ghosts' of former buildings evident in one of the gables. All of this is relevant to understanding the historical development and changes to the site.

The study does identify that a programme of archaeological evaluation should be undertaken as mitigation for loss of the site's archaeological interest if the development goes ahead. A historic building survey is suggested although there is no direct reference to below- ground investigations which GMAAS consider is essential as the extent, depth, character and relative significance of potential buried remains is not yet known.

GMAAS recommend that the extant buildings are recorded and an enhanced desk based assessment is undertaken which will include more detailed map analysis and historical research (including trade directories and census returns). Following this there should be an evaluation through targeted trial trenching. Should significant remains be revealed that will be destroyed or damaged by development ground

works then a further phase of more detailed archaeological excavation and recording will be required, followed by post excavation analysis, production of a technical report, deposition of an ordered site archive and dissemination through appropriate media such as an information board, article or/and popular booklet. A Written Scheme of Investigation should be prepared for the first phases of this work programme and for approval.

A relevant planning condition should be attached to any planning permission.

**Greater Manchester Ecology Unit (GMEU)** – The assessment submitted with the application found the site to have limited value and as such the proposals should have no ecological impacts.

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

**Environment Agency** – No objection to the principle of the proposed development. Having reviewed the ground conditions report, this does not indicate that the site is likely to pose a significant risk to controlled waters. Therefore, there are no requirements for additional works at this time or recommendations for planning conditions to be imposed in respect of controlled waters.

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

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

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

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

## **Policy**

### The Development Plan

The Development Plan consists of:

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

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

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

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

#### Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

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

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for



residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable

housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

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

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

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

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

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice. A section 106 contribution has been secured which can be used for off site affordable housing.

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

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

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

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

- Are of excellent design quality,
- Are appropriately located,

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

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

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

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

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

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

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

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

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

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

The proposal will eliminate a vacant site within a key regeneration area and has been designed to preserve the setting of the adjacent Listed Buildings and Conservation

Area and removes a vacant site in a key regeneration area. The proposed building is considered to be a high quality addition to the area reflecting the key characteristics of the area in terms of siting, scale, massing and materiality.

EN4 '*Reducing CO<sub>2</sub> 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<sub>2</sub> 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<sub>2</sub> reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

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

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

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

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be

required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

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

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

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

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

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

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

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

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

- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

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

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

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

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

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

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

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

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

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

Where the Council considers food and drink premises to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. Such



conditions include limitations in terms of the hours of opening and the need to deal adequately with the storage of refuse and collection of litter.

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

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

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

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

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

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

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

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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

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

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

### **Other material policy considerations**

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
  - Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
  - Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

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

#### Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

#### Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

#### New Cross Neighbourhood Development Framework (July 2015)

The New Cross Development Framework was adopted by the City Council's Executive in July 2015. This document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

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

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

The framework states that 'Zone A' *"will accommodate a range and mix of residential accommodation in a high quality and well managed environment that will ensure the*

*emergence of vibrant new neighbourhoods of choice*". Such residential developments should respond to the grid pattern for the area along with ensuring active frontages. There should also be amenity space provided as balconies and roof spaces. The document goes on to state that night time uses beyond 11pm will not be supported in order to reflect the residential neighbourhood feel to the area.

In terms of parameters, the application site is anticipated to accommodate a building predominately between 6-8 storeys offering high density accommodation of 600-800 units per hectare.

#### New Cross Public Realm Strategy (November 2017)

The New Cross Public Realm Strategy was adopted by the City Council's Executive Committee in November 2017 in order to have a coordinated approach to public realm delivery and provide a series of mechanism by which the strategy will be realised including developer contributions. The overarching intention is to support to provision of appropriate public realm and neighbourhood infrastructure that will link New Cross with the wider area, particularly the City Centre.

The document is a material consideration in the planning decision making process and should be given weight in the determination of planning application as an expression of up to date thinking in respect of public realm improvements in the New Cross area.

#### City Centre Strategic Plan 2015-2018 (March 2016)

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

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

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

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

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

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

#### Manchester Strategy (January 2016)

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

#### East Manchester Strategic Regeneration Framework (2008-2018)

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

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

#### National Planning Policy Framework

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

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

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

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

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

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

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

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

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

Paragraph 59 goes on to state that:

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

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

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

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their

setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

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

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

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

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

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

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

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

- the nature of the heritage asset prevents all reasonable uses of the site; and



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

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

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

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

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

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

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

#### Planning Policy Guidance (NPPG)

The relevant sections of the PPG are as follows:

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

prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

### **Other legislative requirements**

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

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

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

### **Issues**

#### **Principle of the redevelopment of the site and contribution to regeneration**

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement it.

The proposal will transform the application site by redeveloping the site for residential purposes as well as providing new commercial frontages and contributing to the

ongoing regeneration of the New Cross area by providing public realm and connectivity improvements. The new homes and commercial activities would bring significant new footfall and activity and complement the regeneration activity in New Cross which seeks to create a new residential neighbourhood.

A total of 155 new homes will be created providing one, two and three bedroom accommodation with the majority of the accommodation being suitable for families. The sizes would be consistent with the City's space standard objectives with all of the one bedroom apartments being suitable for 2 people, the two bedroom accommodation aimed at 4 people and the 3 bedroom accommodation suitable for 5 people.

Manchester is the fastest growing city in the UK, having increased by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre. Providing the right quality and diversity of new residential accommodation for the increasing population will be critical to maintaining continued growth and success.

The residential element would be consistent with these growth priorities and would deliver homes to meet the demands of a growing economy and population in a well-connected location. It would regenerate previously developed brownfield sites which are specifically identified as a key component of the New Cross development framework as well as being an important part of the wider regeneration of this part of the City Centre and the Northern Gateway.

The proposals would deliver key objectives set out in the 2015 Framework including providing the enhancements to the public realm and improved linkages with City Centre through contribution to off-site public realm improvements. Ground floor active uses together would animate principal routes such as Rochdale Road providing natural surveillance.

The development would deliver significant economic and social benefits including the creation of construction jobs and employment associated with the operations of the buildings and the commercial units. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of this proposed scheme.

It is considered that the development would be consistent with the regeneration frameworks for this area including the New Cross Development Framework, New Cross Public Realm Strategy and the City Centre Strategic Plan together with complementing and building upon the City Council's current and planned regeneration initiatives.

## **Material planning considerations**

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

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

The above matters will be considered in turn below.

### **Affordable Housing**

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

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

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

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

The proposal will consist of properties that will be available through the private rental system (PRS). As such, the proposal will not include any affordable housing provision as it is considered that they will be meeting an existing housing need in this

part of the City. Socially rented accommodation would not be appropriate in this location as there is already an adequate supply in this regard. Therefore, in this regard, it is considered that there is already a high level of affordable housing in the immediate area. As such, it is not necessary to provide affordable housing in this development rather the need is to meet the demand for high quality privately rented accommodation for young professionals and young families.

Furthermore, the site has been vacant and has fallen into disrepair together with the need to achieve a high quality development, in terms of design, materials, space standards and amenity space this raises issues of viability of the overall scheme. In this regard, the applicant has provided a viability appraisal for the development. This has been assessed by the City Council and it demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. In addition, following further discussions with the applicant following the assessment of the viability report, the applicant has agreed to provide a commuted sum which can be used for off-site affordable housing should it be considered appropriate against the City Council's objectives.

It is therefore considered that in this instance, the approach to not provide any affordable housing on site as part of the proposed scheme is acceptable. The development will deliver a high quality PRS scheme in a key regeneration area. This will assist in diversifying the housing market in this area which is predominately socially rented or privately owned. However, a contribution will be made for the provision of off-site affordable housing.

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

On this basis, the proposal is in accordance with the Council's approved guidance in relation to affordable housing.

### **Visual amenity**

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. It should also be noted that the New Cross development framework envisages a building of 6-8 storeys at the application site with a high density of 600-800 units per hectare and seeks a perimeter block arrangement by the amalgamation of the development plots in this location including the closure of Hatters Street.

The proposed development seeks to redevelop what is largely a vacant site located along a major radial route and considered to be a significant development plot within the New Cross Development Framework area. The nature of the buildings on the site, and their current condition, could be said to have a negative impact on the visual amenity of the area. This development therefore marks an opportunity to redevelop the site for a high quality development that can contribute positively to the supply of housing in this part of the city centre.

The bringing together of the four plots associated with the application site will provide a uniform shaped site with boundaries of Rochdale Road, Thompson Street, Mason Street and Bendix Street. The proposed development responds positively to these road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

The main pedestrian entrances to the building will be from the courtyard off Bendix Street and another entrance off Thompson Street. This will provide footfall and activity in these locations. Rochdale Road will be activated by two ground floor commercial units which will also wrap around on Bendix Street and into the courtyard space. Mason Street provides the more functional aspects of the development such as the car park entrance and plant room. However, activity and vitality is provided to this elevation by the introduction of a residents gym. Overall there will be a large amount of glazing to the ground floor aspects of the development which will improve greatly the pedestrian environment along these roads.

The courtyard space to Bendix Street provides a communal recreational area to the building and will allow views into the development as well as breaking up the massing of the building.



### *Layout of the building*

The upper floors of the development will comprise of the residential accommodation which will be split into two principal blocks. A basement area will be created which will accommodate the car parking and refuse storage arrangements for the residential elements of the scheme.

In terms of the scale of the development, the surrounding context offers a variety of building heights and scales with the most notable building being the 20 storey Skyline Central building. In addition, the application sites position on the corner of Rochdale Road and Thompson Street also provides the opportunity to provide a significant development that contributes positively to the gateway to the city centre and the ongoing regeneration of New Cross.

With the NDF, the scale and density of the application site is envisaged to be around the 6-8 storeys offering high density accommodation of 600-800 units per hectare. This development offers a development density of 738 units per hectare, and therefore within the density range, within a part 15, part 9 and part 7 storey building.

It is noted that the proposed scale of the development marks a deviation from the NDF. However, it should be noted that the NDF represents a guide for development in the area. The spirit of the NDF is the principle of a 'tilted bowl' of development with higher, more dense development on the main street edges, such as Rochdale Road, towards lower scaled, less dense buildings within the heart of the New Cross area.

In considering where the proposed development height is appropriate, it is important to consider how the development contribute to the urban grain rather than a prescriptive application of the NDF. The 15 storey element of the proposal will be situated on the junction of Rochdale Road and Thompson Street. As such, it provides an opportunity to act as a gateway development to the City Centre. There would remain a variety in building heights along the Rochdale Road frontage, as desired by the NDF, as well as a stepping down of the building height along Thompson Street, Mason Street and Bendix Street in order to ensure that the central area of the New Cross retains the sense of the reduction in building scale.

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

The building is comprised of 3 main sections with a defined base, middle and top section to the building. Each of these elements has been carefully considered to ensure that they are of the highest quality and provide an appropriate level of visual interest.





*View of the proposed development including altered ground floor expression*

A robust palette of materials has been chosen with the predominant material being brick. The use of brick allows for a visual mass to be created which is flexible enough to allow depth and variation to be incorporated into the elevations. The

proposal seeks to mark a change from the use of red brick which is predominant in the area in favour of lighter colour brick. It is considered that this approach is acceptable as it will provide a contrast to the surrounding red brick of the warehouses and create a distinctive style and form of architecture from the New Cross area which has a more limited context than other areas of the city.



*View of the proposed building in the context of Skyline Central*

It is considered that the use of a lighter coloured brick is acceptable in this instance. As the new neighbourhood develops within New Cross, a variety of building designs will be creating that will provide the area with a distinctive sense of place that will sit alongside the more historical red brick buildings. Notwithstanding this, it should be noted that the use of lighter coloured brick is evident in some of the surrounding historic buildings such as the former Midland Bank and the Crown and Kettle Public House. It has also been a favoured choice of material and coloration for the recently approved development in the area.

The facades of the building will consist of a square brick grid format with recessed bands of brickwork and metal blanking panels. There will be a significant depth to the window/glazed elements of the grid which will help to create a sense of depth and shadow to the elevations. Discussions took place during the course of the application in order to modify the reveals to ensure that they were constructed of brick rather than a cladding system. This will ensure that a high quality and robust finish is created.

The ground floor of the building will provide the retail frontages along Rochdale Road and other ancillary elements to the other elevations. The glazing to the shop fronts was proposed to be set back to provide depth to these elements. Further discussion has taken place with the applicant during the course of the application about how best to express this element of the proposal. The proposal has now been changed so that the ground and first floor elements of the 15 storey element of the building are now expressed in a brick frame with the remaining brick work and shop fronts set back. This allows the tallest element of the building to appear elegant and provide an expressed on height at a pedestrian level in the street scene. The alterations are now considered to be acceptable.



*View of the proposed building along Rochdale Road*

Balconies are also provided to add to the visual interest of the elevations and help break up the massing of the building. The balconies will be recessed into the building to ensure a high quality finish to the elevations. The internal elevations will have a combination of Juliet and projecting balconies in order to provide a different expression to these elevations that the roads frontage elevations.





Overall the siting and layout of the development maximises the relationship with the surrounding road network. Whilst the proposal is taller than the buildings envisaged within the development framework, there is a clear rationale in urban design terms for a taller building that the application site. The proposal accords with the Core Strategy tall building policy EN2 in that the development is of the highest quality architectural design with further changes being sought during the application process in order to achieve this. The landscaping, public realm, inclusive access and environmental standards all contribute to a development which is acceptable at this site. The perimeter block arrangement together with the active frontages adds to the sense of quality.

The proposal is considered to therefore accord with policies SP1, EN1, EN2 and DM1 of the Core Strategy. It is recommended that a condition of the planning approval is that the materials for the development are agreed in detail prior to any above ground works.

### **Credibility of the Design**

The applicant has presented the proposal to Places Matter! where a review of the design of the development took place prior to the submission of the planning application. The feedback from the panel was positive in that they considered it

entirely necessary for a taller element to be provided on Rochdale Road in order to make a powerful expression at this prominent corner location.

### **Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment**

The perimeter block arrangement of the development will require the reinstatement of the footways, and stopping up of Hatter Street, which are currently in a poor state of repair, around the application site in order to ensure that they are adequate for pedestrian movement. This works will be agreed with the applicant through a planning condition. The reinstatement of the footways also provides an opportunity to incorporate street trees in the footways which will also form part of the planning condition.

The proposal will include a secure courtyard, which can be viewed from Bendix Street, which will provide outdoor recreational space for the residents of the development as well as a setting for the building. A high quality landscaping scheme will be provided in this area. It should also be noted that communal roof will also be provided as well as individual balconies for residents. This is considered adequate to meet the recreational needs of the occupants of the building.

As detailed elsewhere within this report, the New Cross Public Realm Strategy seeks to secure contributions from new developments as part of improving the wider infrastructure and place making objectives of the New Cross NDF. Given the new developments that will be considered for the area will be bringing new residents, visitors and workers to the area, it is important that the necessary linkages and place making takes place. A sum of money has been agreed with the applicant towards delivering the strategy, and therefore it is recommended that the application is minded to approve subject to the finalisation of the legal agreement.

In addition, it is also highlighted within the New Cross Public Realm Strategy that applicants will be expected to reinstate and improve the footways around the application site. It is recommended that such works are agreed by planning condition and will also include the provision of street trees in order to improve the visual amenity of the streets immediately around the application site.

### **Impact on the historic environment**

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area. The nearest Conservation Areas are Ancoats to the south of the application (approximately ? metres) and Smithfield to the west (approximately ? metres). Whilst there will be long ranging views of the development from within and looking towards the 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 are the Grade II Listed former ambulance and police station (with its distinctive chimney) along Marshall Street, the Grade II listed former Midland bank along Oldham Road and a number of Grade II listed buildings along

Swan Street. Given the distances involved, it is not considered that there will any adverse impacts on these buildings.

The surrounding area is characterised by surface car parks, however, there are historical warehouse developments in close proximity to the application site which could be considered to be non designated heritage assets (for instance 19 Mason Street). Furthermore, New Cross has a distinctive grid pattern which important and has historical significance. 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.

### **Impact on Archaeology**

An archaeology report has been submitted in respect of this planning application. The report outlines that the site contains early 19th century back-to-back and blind-back, cellared dwellings of the type famously described by Engels in his study of the working class in Manchester in the 1840s.

The report identifies that a programme of archaeological evaluation should be undertaken as mitigation for loss of the site's archaeological interest. A historic building survey is suggested.

GMAAS have considered the report and recommend that the existing buildings are recorded and an enhanced desk based assessment is undertaken which will include more detailed map analysis and historical research. Following this there should be an evaluation through targeted trial trenching.

Should significant remains be revealed that will be destroyed or damaged by development ground works then a further phase of more detailed archaeological excavation and recording will be required, followed by post excavation analysis, production of a technical report, deposition of an ordered site archive and dissemination through appropriate media such as an information board, article or/and popular booklet. A Written Scheme of Investigation should be prepared for the first phases of this work programme and for approval.

Based on the above, it is recommended that a relevant planning condition should be attached to any planning permission.

### **Impact on Ecology**

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

The report concludes that the site has limited value and therefore the redevelopment of the site will have no associated ecological impacts.

In light of the above conclusions, Greater Manchester Ecology Unit have raised no objections to the proposal and therefore the proposal complies with policies EN15 and DM1 of the Core Strategy. There will be opportunities to improve the biodiversity as a result of the development site through street tree planting and landscaping which will form part of the scheme courtyard for the residents.

### **Effects on the Local Environment/ Amenity**

#### **a. Sunlight, daylight, overshadowing and overlooking**

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

It is acknowledged that the surrounding area is a combination of low rise commercial buildings and surface car parks. However, there are residential developments, such as Skyline central, which will be impacted upon by the development. As such, the applicant has given consideration to the matter of daylight and sunlight through an appropriate assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

The report has assessed the impact on the following developments:

- Skyline Central
- Hampton by Hilton (planning permission consented);
- The Red Building; and
- 38 Mason Street.

To assess the surrounding existing properties, in terms of impact on daylight, the BRE guidelines have been used to provide two main methods for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL). The third method of assessment for daylight is the Average Daylight Factor (ADF) which is a calculation which assess the quality and distribution of light within a room served by a window and takes into account the VSC value, the size and number of the windows and room and its use.

For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH , then the room should still received enough sunlight).

A summary of the result is as follows:

	Percentage of windows compliant with VSC daylight	Percentage of rooms compliant with ADF daylight	Percentage of rooms compliant with NSL	Percentage of rooms compliant for APSH

Skyline Central	69/121 (57%)	92/110 (84%)	93/110 (85%)	4/4 (100%)
Hampton by Hilton	39/94 (42%)	80/86 (93%)	73/86 (85%)	74/86 (86%)
The Red Building	98/109 (90%)	78/80 (98%)	80/80 (100%)	72/80 (90%)
38 Mason Street	19/23 (83%)	10/10 (100%)	10/10 (100%)	2/2 (100%)

It is noted that a degree of harm would arise to some existing developments (particularly the VSC value of Skyline Central and Hampton by Hilton). Indeed, this is reflected in one of the objections received from an occupant of Skyline Central.





*View of the building from Bendix Street – showing courtyard*

It is considered that the development will not result in any unduly harmful impacts that would warrant refusal of this planning application. This is in part to the nature of the area being one which is expected to accommodate high density residential development which will create a dense urban environment which is similar to other city centre locations. As a result, this will have an inevitable effect on the availability of daylight and sunlight.

The application site, and those in the surrounding area, have always been viewed as development sites as part of the ongoing regeneration of this area. As such, and on balance, it is considered that the impacts with regards to daylight and sunlight are acceptable in this context.

In addition, it should be noted that the Bendix Street elevation of the building (the elevation which faces onto Skyline Central), benefits from the courtyard which significantly reduces the amount of built form and massing to this elevation. In

addition, the building height steps down to part 9, part 7 storey for the majority of this elevation which reduces any sense of any overbearing or overshadowing impacts.

With regards to overlooking, the development subject to this planning application, marks one of the first major developments within this area. The nearest properties are those which were assessed as part of the daylight and sunlight study and the respective distances from the application site are as follows:

- Skyline Central – 13 metres
- Hampton by Hilton – 25 metres
- 38 Mason Street – 17 metres
- The red building – 39 metres

Whilst the proposed development is considered to be in close proximity to surrounding buildings, particularly skyline central, the surrounding developments are separated from the application site by the surrounding road network. As such, this will help provide a sense of separation between the developments and minimise and incidences of overlooking. In addition, the overlooking distances are not considered uncommon for a dense urban area such as the application site.

Once future developments are progressed in the New Cross area there will be other residential blocks surrounding the application site. However, the plots are all divided by the existing road network and given the tightly packed urban grain of New Cross, and surrounding areas, it is not considered that the arrangements will be unusual or harmful in respect of overlooking distances.

a. Wind environment

In order to understand the impact of the development on the wind environment around the application site as a consequence of the proposal, the applicant has prepared a report on the matter to support their planning application.

This concludes that the wind environment around the application site are currently considered to be safe and appropriate for use by pedestrians. The report goes on to state that once the development is complete, the development is unlikely to have any significant impact on the window conditions or pedestrians safety.

Pedestrian comfort around the site as well as the use of the roof top terraces and balconies are all considered acceptable. The spill out area for the ground floor commercial uses will require some screening if it used for prolonged sitting.

Overall, the proposed development is not considered to have any unduly harmful impacts on the wind microclimate around the site for use by pedestrians.

a. TV reception

A TV reception survey has been carried out by the applicant to determine the impact of the development on local TV reception. The application site is current vacant with no existing buildings present. As a result, the introduction of the proposed

development will change the existing skyline which may have a result on nearby viewer's television reception

The main impact will be on terrestrial television reception to the southeast of the application. Most of this area comprises of a car park and industrial units where there will be unlikely to be any issues. However, there is a portion of the area that comprises a fire station training facility where suitable mitigation may be required.

In addition, if tower cranes are used on the site this could cause interference for the duration of the construction period after which this interference would cease.

The report considered that there will be no impacts associated satellite reception as the buildings to the north are of sufficient distance and will therefore not be affected.

It is recommended that a condition of the planning approval is that further survey work is completed upon completion of the development and appropriate mitigation introduced.

a. Air quality

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new developments on existing air quality is reiterated within the NPPF and NPPG which requires requiring consideration to be given to the impact of a development on air quality particularly where it is known existing conditions are poor.

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

In terms of the construction phase, it is noted that there will be dust from the construction process as a result of the demolition of the existing buildings on the site together with breaking of the ground above ground construction activities. . The report therefore recommends that a dust management plan is prepared during the construction activities. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

In terms of the operational aspects of the development, the report recommends a specification for the boiler system together with the mechanical ventilation system fitted with Nitrogen Oxide filters for all the apartments on floors 1 to 6 on the Rochdale Road façade. The specification for this ventilation system will need to be agreed together with the location of the air intake points. On completion a verification report will be required.

The development will also include the provision of an electric car charging point will the remaining spaces capable of being adapted should there be demand from residents.

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

With regards to the occupational phase of the development, the development will have a low level of car parking which reflects the application sites location near to the services and public transport offered by this city centre location. There will be adequate on site cycle provision which will enable residents of the development to take advantage of the high sustainable location.

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

## **Noise**

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

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

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

In terms of noise and disturbance from the construction process, the construction process will take place on weekdays with some operations at weekends. This will comply with standard operating hours in agreement with Environmental Health.

Provided that operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site (which will have acoustic properties), silencers from equipment along with regular communication with nearby residents, this will minimise any noise impacts on nearby properties which will also

be temporary for the duration of the build. It is recommended that such details are secured by a planning condition.

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

The acoustic report also considers external noise sources on the proposed residential accommodation as well as from the commercial units. The main sources of noise will be from road traffic and noise transfer from building services, plant, ground floor commercial uses.

Further information has been requested during the course of the application with regards to the noise outbreak from the commercial uses together with the ground floor gym area. In addition, further information has been requested in respect of the ventilation and glazing system for the residential accommodation. The applicant has provided additional information which is currently being considered by Environmental Health.

It is currently recommended that conditions of the planning approval shall be that these details are agreed and that post completion reports shall be submitted to ensure that all relevant noise criteria is met.

The operating hours of the ground floor commercial use should be restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00 in line with the requirements of the neighbourhood framework in order to protect future residential amenity. It is also recommended that servicing is restricted in line with the City Councils standard operating hours (Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays): No deliveries/waste collections).

The uses classes of the commercial accommodation should also be restricted to A1, A3 and B1 in line with the applicant's request.

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

### **Waste management**

A major 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 applicants to re-use and recycle their waste.

The waste strategy for the building has been carefully considered. The building has a dedicated refuse area on the ground floor of the building with access onto Cable Street. This will allow for the refuse vehicle to pull up along Cable Street and collect the refuse.

A commercial bin store, measuring 50.7 sqm, will be provided which will allow 8 x 1100 litre bins to be accommodated. In terms of the residential accommodation a bin store measuring 160 sqm will be provided which can accommodate 38 x 1100 litre bins. This will consist of the following different bin types in order to ensure recycling takes place:

- General waste – 16 x 1100 litres;
- Pulpable waste – 8 x 1100 litres;
- Mixed recycling – 8 x 100 litres;
- Food waste – 4 x 240 litres.

There will be space within each apartment to segregate a small amount of waste. The general bin store for residential element will be located within the basement and ground floor will be the commercial. Residents will be required to take their waste to the refuse store within the basement where they can segregate their waste. Travel distances have been minimised through positioning the refuse store close to the lift core.

On collection day, the bins will be removed from the store by the facilities management team where they will be placed in the car lift and taken up to street level where the bins will be collected along Mason Street. The bins will then be immediately taken back down to the bin store.

Environmental Health have assessed the waste management requirements for the development considered them to be acceptable. It is recommended that the waste management arrangements are a condition of the planning approval.

### **Fume extraction**

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

### **Accessibility**

All primary entrances to the commercial and residential entrances would be level and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards and allow adequate circulation space. Parking is located within the basement area where there will be provision for disabled parking. In addition, the surrounding road network is capable of accommodating accessible car parking spaces.

### **Flood Risk/surface drainage**

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

surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further information be provided in respect of flow rates. Further information has been provided by the applicant and this is currently being considered by the flood risk management team.

It is recommended that a condition of the planning approval will be that satisfactory information be submitted in respect of drainage and that the development is carried out in accordance with this information.

### **Impact on the highway network/car/cycle parking and servicing**

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

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services.

Highway Services have considered the report and have concluded that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network given that the building is located in an accessible location just north of the City Centre.

The main pedestrian access to the site will be from entrances located on Thompson Street and Bendix Street.

The proposal will make provision of 27 on site car parking spaces (of which two will be designated as accessible) and one for electric charging – with the other spaces being capable of being fitted with appropriate equipment should there be demand). The provision of this level of car parking at the application site is considered to be appropriate given its location and is supported by Highway Services.

It should be noted that the adopted Manchester Residential Quality Guidance provides specific guidance on what constitutes a suitable level of car parking for high density city centre schemes. This states that a variety of factors require consideration including that the development is supported by a robust strategy which includes provision of cycle parking (in excess of 50%), provision of off street parking and promotion of alternative forms of travel.

It should be noted that the application site is located within easy walking distance of Manchester Victoria Train station where there is access to rail, tram and bus services

across the City and beyond. In addition, this proposal will provide 155 secure cycle spaces which equates to 100% cycle provision per apartment and 57% per bedroom.

The applicant is also committed to a travel plan and documents submitted with their application considers how to promote sustainable travel patterns to the proposed development including This travel plan will be subject to review which will be secured by planning condition. This document will also need to consider how to promote off site car parking should there be demand together with promoting the use of car clubs. This should form a condition of the planning approval.

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

Highway Services, as part of delivering upon the objectives of the New Cross development framework and public realm strategy, have requested that the footways around the application site are reinstated and tree planting incorporated into the footways. In addition, they have requested that a contribution be sought to delivering the wider public realm and infrastructure improvements needed as part of wider place making. Final discussions are ongoing about a contribution for the off site works and these will be secured by s106 agreement. With regards the footway improvement works, it is recommended that a condition of the planning approval should agree these works including materials and tree planting.

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.

### **Designing out crime**

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. 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.

### **Sustainability**

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



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

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

The applicant has provided an energy and environmental standards statement in respect of their planning application. This concludes that development will 'A' rated EPCs for the residential units. In addition, there will a carbon saving exceeding 15% over Park L 2010 for both the residential and commercial units.

It is considered that there is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and on balance, broadly complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

### **Ground conditions**

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

The initial site investigation report has been considered by Environmental Health. They have recommended that further investigation works are required, particularly an updated risk assessment and provision of a remediation strategy.

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

### **Public opinion**

The applicant has undertaken their own pre-consultation exercise with local residents and interested parties prior to the submission of their planning application. This took the form of a public exhibition outlining the proposals. Feedback on the proposal was low but the comments received were positive.

It is noted that two formal comments were received in respect of this planning application. In summary the comments raised concerns about the density of development taking place in the New Cross area, loss of natural light (particularly to

ground floor accommodation within Skyline Central) and loss of privacy for residents in Skyline Central as a result of overlooking from balconies. In addition, concern has been expressed about the noise and disturbance generated as a result of the close proximity of the development to surrounding residential accommodation together with health and safety concerns.

It is noted that this is a large scale dense development. However, the proposal is considered to be wholly in accordance with the spirit of the New Cross Development Framework which seeks to see the area developed for residential buildings of this nature.

It is noted that this proposal will be located in close proximity to Skyline Central, which, for many years, has enjoyed the benefits associated with being one of the tallest buildings in the immediate area. Following consideration of the daylight and sunlight report together with a consideration of the associated privacy distances, it is not considered that there will be an unduly harmful impacts that would arise which would warrant refusal of this planning application.

Whilst it is acknowledged that the above impact does conclude there will be impacts on light availability within some of the Skyline Central apartments the impacts are not unusual for this context and would be similar if not the same for a lower scaled building on this site.

With regards to loss of privacy, again it not considered the impacts will be unduly harmful nor out of character with a dense urban environment.

With regards to health and safety concerns, there building will be constructed to meet modern building regulations.

It is not considered that there will be any noise or disturbances created from the development which will be harmful to the surrounding residential amenity. The comings and goings will be domestic in nature.

### **Construction management**

In order to ensure that there is no impacts associated with the construction activities, it is recommended that a construction management condition is imposed on any planning permissions. It is, however, noted that there are no immediate residential properties abutting the application site, however, there are existing commercial activities that could be affected by the development.

Any construction management plan should consider how to minimise dust suppression from the site (although it is noted there is minimal demolition) along with the use of plant and machinery to minimise noise.

Due to the size of the site, it will not be possible to site compound/welfare facilities within the site boundaries. This will need to be created in the local vicinity.

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

Details will need to be provided in terms of routing strategy, however, given the close proximity to Great Ancoats Street, Oldham Road and Rochdale Road, it is anticipated servicing vehicles will access the site from this road which should minimise any disruption along the local highway network.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

### **Legal Agreement**

Policy PA1 'developer contributions' of the Core Strategy states that, where the need arises as a result of the development, the Council will seek to secure contributions. This includes matters relating to affordable housing and public realm.

The new Cross area has a public realm strategy which details the infrastructure improvements that need to take place as part of creating a new residential quarter. This includes footway reinstatement, car parking strategy and new areas of public realm.

The applicant has provided a viability statement with regards to their scheme. This has assisted in determining an appropriate level of contribution in this regard without rendering the scheme unviable and ensuring that the development itself is of the highest quality.

Discussions are ongoing in this regard about the final level of contribution. As such, the recommendation for the application is minded to approved subject to the signing of a s106 agreement with regards to off-site affordable housing and public realm improvements in the New Cross area.

### **Conclusion**

The proposal will see the redevelopment of a vacant brownfield site within the heart of one of Manchester's key regeneration. A total of 155 residential units (which will be available for private rent) will be created, along with commercial space, which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing private rented residential accommodation and flexible commercial units attractive to niche businesses. The applicant will support local labour which will help recruit local people. Careful consideration has been given to

the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents.

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

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

**Recommendation**      **MINDED TO APPROVE** subject to the signing of a section 106 agreement with regards of off site affordable housing and public realm and infrastructure improvements within the New Cross Area.

### **Article 35 Declaration**

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

### **Reason for recommendation**

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

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

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

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

Drawings

Supporting Information

Noise repor prepared by Sandy Brown, TV reception survey report prepared by SCS, Flood risk assessment and detailed drainage strategy prepared by Curtins, air quality report prepared by Air Quality consultants, daylight and sunlight report prepared by GIA, Statement of consultation, Historic Environment Desk Based Assessment prepared by TEP, Framework travel plan prepared by SCP, Ecological assessment prepared by TEP, Ventilation Strategy report prepared by Parker Wilson consulting, Crime Impact Statement (Version A) (ref. 2017/0523/CIS/01) prepared by design for security at GMP, Waste management strategy, Residential management strategy, transport statement prepared by SCP, Environmental standards statement prepared by Parker Wilson, wind microclimate assessment prepared by Urban microclimate, phase 1 geo environmental investigation prepared by Integra consulting, design and access statement and planning statement stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017

Updated Noise report and flood risk assessment stamped as received by the City Council, as Local Planning Authority, on the 5 January 2018

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) (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development. (b) Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

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

1. A phased programme and methodology of investigation and recording to include:
  - a. an enhanced archaeological desk based assessment including historical research
  - b. a Historic England level 2 historic building survey

- c. archaeological evaluation through trial trenching
  - d. dependent on the above, targeted more detailed area excavation and recording
2. A programme for post investigation assessment to include:
- a. production of a final report on the results of the investigations and their significance.
  - b. Deposition of the final report with the Greater Manchester Historic Environment Record.
  - c. Dissemination of the results of the archaeological investigations commensurate with their significance.
  - d. Provision for archive deposition of the report and records of the site investigation.
  - e. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

5) Notwithstanding the Flood risk assessment and drainage strategy stamped as received by the City Council, as Local Planning Authority on the 7 November 2017 and update 5 January 2018, (a) 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. (b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

6) Notwithstanding the phase 1 geoenvironmental report stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of detailed site investigation proposals;
- Provision of the results of the post demolition asbestos survey;
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved details.

(b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the

City Council as local planning authority prior to the first occupation of the development.

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

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

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

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

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

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

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

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

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

10) Notwithstanding drawing LYR069\_M300 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 prior to the first occupation of the residential element of this development details of a hard and soft landscaping treatment shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) Notwithstanding drawings LYR069\_M300 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, prior to the first occupation of the residential element of this development hereby approved details of the siting, scale and design of the boundary treatment to the public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential element of the scheme hereby approved and shall thereafter be retained and maintained in accordance with these details.

Reason - To ensure that the pedestrian entrance is appropriate in terms of visual amenity, and the impact on the Conservation Area, and is secure pursuant to comply policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy.

13) The development hereby approved shall be carried out in accordance with the Environmental Standards statement stamped as received by the City Council, as



Local Planning Authority, on the 7 November 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.

14) Notwithstanding the noise assessment stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 and update stamped as received by the City Council, as Local Planning Authority, on the 5 January 2018, prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

15) Notwithstanding the noise assessment stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 and update stamped as received by the City Council, as Local Planning Authority, on the 5 January 2018, (a) prior to the first use of the commercial units and gym area as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of each of the commercial units and the gym area. The measures implemented shall be retained and maintained for as long as the development remains in use.

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

16) Notwithstanding the noise assessment stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 and update stamped as received by the City Council, as Local Planning Authority, on the 5 January 2018, (a) prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential accommodation. The measures implemented shall be retained and maintained for as long as the development remains in use.

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

17) Prior to the first occupation of the residential accommodation and first use of the commercial units hereby approved, the refuse arrangements and waste management strategy, as indicated on drawings 103\_100 Rev P5 and 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 and within waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 shall be implemented.

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

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

18) Prior to the first use of each of commercial units, as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

19) Prior to the first use the commercial units as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

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

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

21) 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.

22) 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).

23) The commercial units hereby approved, as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs – 23.00hrs

Sundays 09.00hrs – 23.00hrs

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

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

24) The 2 commercial units as shown on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

25) The commercial units, as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November

2017 can be occupied as A1, A3 or B1. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

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

26) In the event that any of the commercial units, as indicated on drawing 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

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

27) Notwithstanding the management plan strategy stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, prior to the first use of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

28) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 November 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.

29) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017.

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

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

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

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

30) Prior to the first use of the building, the provision of 155 cycle spaces/provision, as indicated on drawings 103\_100 Rev P5 and 103\_101 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

31) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing 103\_100 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

32) Prior to the first use of the residential element of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Rochdale Road, Bendix Street, Mason Street and Thompson Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Alternation/re-instatement works to the adopted highway;
- Topping up of Hatter Street;
- Creation of vehicular entrance to Mason Street;
- Tree planting;
- Details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm

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

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

33) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

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

34) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017, within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television

reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

35) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element of the development hereby approved, details of the provision to promote car hire scheme and details of electric charging points 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 occupation of the development and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

37) Notwithstanding the ventilation strategy stamped as received by the City Council, as Local Planning Authority, prior to the first occupation of the residential element of the scheme hereby approved a scheme for mechanical ventilation with Nitrogen Oxide Filter for all apartments on floors 1 to 6 on the Rochdale Road façade shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the residential accommodation and thereafter retained and maintained.

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

#### Informatives

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

#### **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: 118120/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  
MCC Flood Risk Management  
Strategic Development Team  
Greater Manchester Police  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society

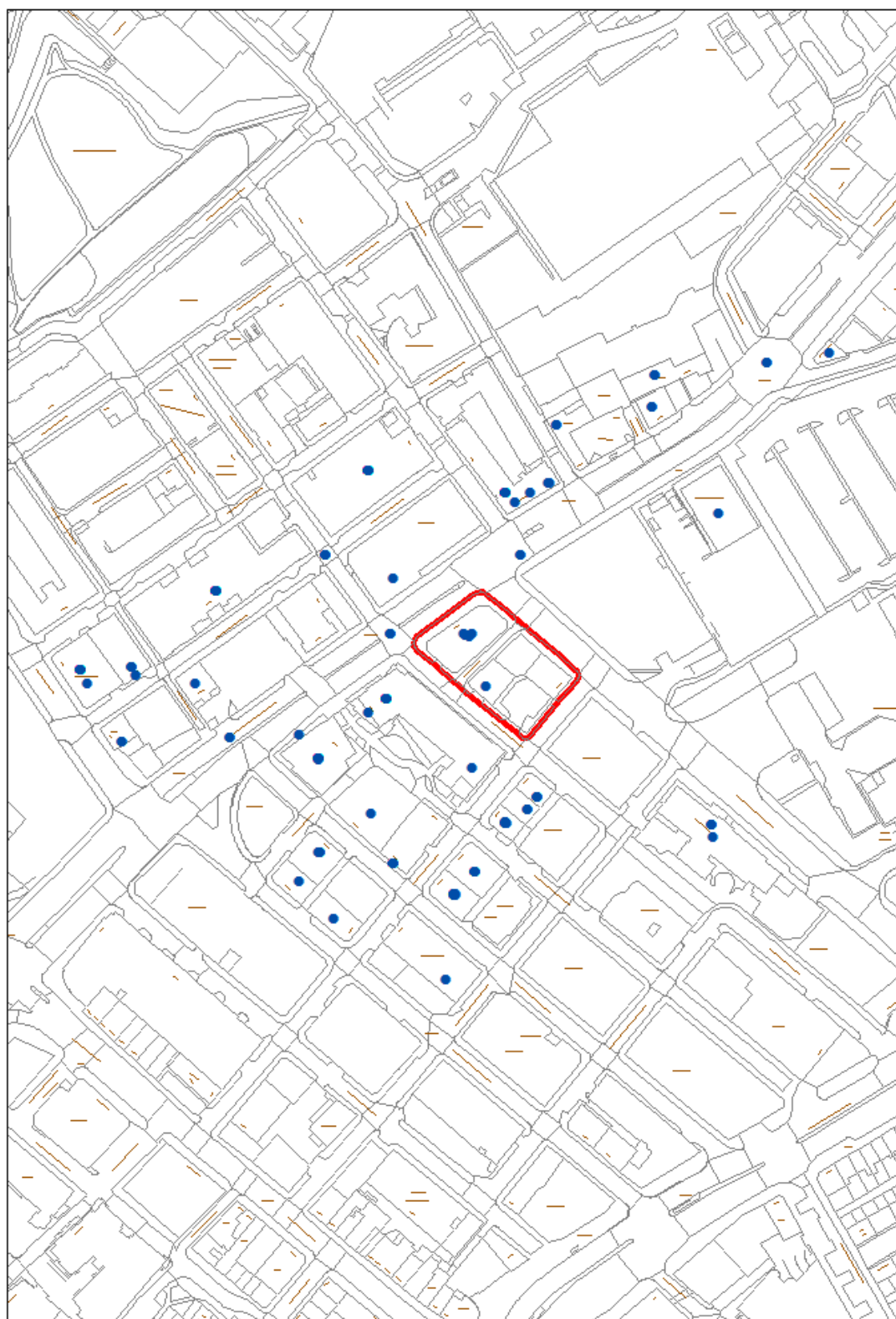
A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

Apt 606 Skyline central 1, 50 Goulden Street, Manchester, M4 5Ej

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





 Application site boundary    Neighbour notification  
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