

Application Number	Date of Appln	Committee Date	Ward
117280/FO/2017	16th Aug 2017	31st May 2018	Piccadilly Ward

Proposal Erection of an eight storey building to provide 11 no. residential apartments (Use Class C3) (8 x 1 bed and 3 x 2 bed) above ground floor entrance lobby, private roof terraces for 2 apartments at 8th floor level, cycle parking (12 x spaces), refuse storey and plant room.

Location Land At Spear Street , Manchester

Applicant M4nchester One Ltd, C/o Agent,

Agent Miss Claire Pegg, Cushman & Wakefield, 1 Marsden Street, Manchester, M2 1HW

Site Description and Planning History, Background and Context

The application site measures 0.01 ha. and has been vacant since 2009, following the demolition of the 3 storey Crosby and Walker warehouse, for health and safety reasons. The site is part of a larger city block bounded by Houldsworth Street, Oldham Street, Warwick Street and Spear Street. Its only frontage is to Spear Street and it is enclosed by the 1 storey rear portion of 84 to 86 Oldham Street, 6 Houldsworth Street and a vacant site adjacent to the south west boundary.

The adjoining vacant site forms part of a larger site where consent was granted in 2016 for the demolition of the existing building and site structures and the construction of two apartment buildings ranging from 4 to 8 storeys above commercial space at ground floor (application ref no 110074/FO/2015/C2 by Kempton Homes). This site will be referred to within the report as the adjacent vacant Oldham Street site. The site on the opposite side of Spear Street to the application site (which also formed part of this Kempton Homes scheme) currently use as a surface car park formed the 2nd part of the above development. The site is also directly overlooked by properties at 2-4 Houldsworth Street.



The site lies within the Stevenson Square Conservation Area and on the edge of the Smithfield Conservation Area. The 3 storey red brick warehouse that once occupied the site was laid in Flemish bond with carved stone dressings. 4-10 Bradley Street which lie beyond the cleared Spear Street site are Grade II Listed and the site lies a short distance from 69 – 77 Lever Street, the Grade II listed Castle Hotel and Grade II listed City public house.



occupied the site

Former warehouse building that

2010 Easement (area in blue is amended right of way for 84-86 Oldham Street)



This area retains a mix of late 19th and early 20th century commercial buildings, which occupy a grid form street plan that was based around high density artisan housing. Small areas of late 18th and early 19th century housing, and parts of the 19th century wholesale market complexes, formerly based in Smithfield, also survive. The immediate surroundings of the application site now comprise a mixture of cleared sites, surface car parks and modern buildings, with a number of Victorian Buildings.

Spear Street is a narrow and acts as a back street in relation to Lever Street and Oldham Street which run parallel to it. There is little activation along Spear Street, and it contains fire exits, car park, M&E vents and bin stores open. The result is a poor urban environment where some anti-social behaviour occurs.

The previous owners of the site have retained a legal right of access across the site from the rear 84 to 86 Oldham Street to Spear Street.

The site is in the Northern Quarter with a variety of uses nearby including: digital, media and technology-based companies; creative and cultural industries; an established residential population that has grown over the past 15 years; more traditional offices, hotels and serviced apartments, retail units and a number of mainly independent bars and restaurants. There are apartments adjacent to the site including within 84-86 Oldham Street, 90-94 Oldham Street, 4 Houldsworth Street and 95 Spear Street.

Buildings heights do vary within the area and the approval on the adjacent site in 2016 included buildings from 5 to 8 storeys. Buildings on Spear Street vary between 2 and 7 storeys and whilst the majority are between 3 and 5 storeys there is a step up in height towards Great Ancoats Street. On Oldham Street north of Hilton Street there are buildings from 2 to 6 storeys. To the rear of the site, the Hive is 7 commercial storeys.

Consent has recently been granted to use 60 Oldham Street as three apartments (C3) and the use of 53 Spear Street as a 7 bedroom hotel (C1) including an extension to provide one additional floor to reinstate the original building height. Ground floor Class A1 use to be retained.

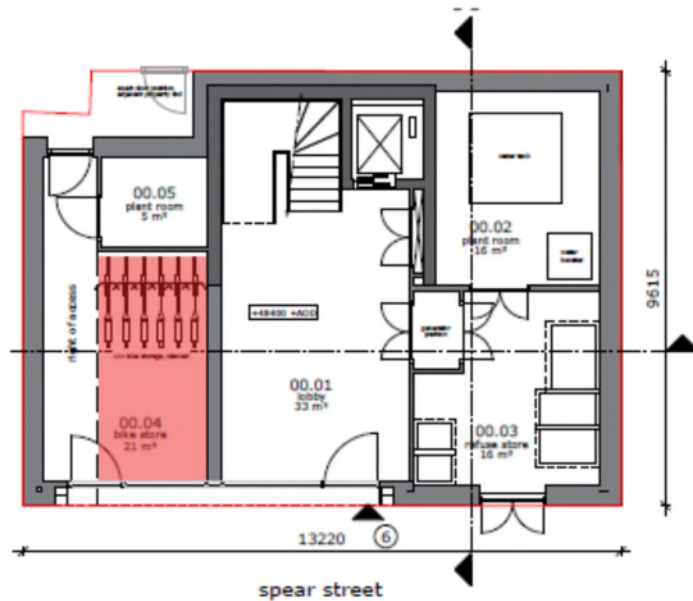
The site is close to Piccadilly Railway Stations, Metro link, Metroshuttle services and a wide range of bus services. It falls within Flood Risk Zone 1 and is at low risk and is within a critical drainage area.

Description of Proposals

The application proposes the erection of an eight storey building to provide 11 apartments (Use Class C3) with 8 one-bed and 3 two-bed. The ground floor would include an entrance lobby, 12 cycle parking spaces, a refuse store and a plant room. The development would include private roof terraces for 2 apartments at 8th floor level.

The facades would be red brick with hit and miss brick work to the refuse store on the Spear Street ground floor facade and on the rear elevation. The building would be set back above 4th floor level. Large windows would follow a similar regular rhythm to the former Crosby and Walker warehouse. There would be a repeating pattern of 4 windows on all floors on the Spear Street elevation with the exception of the 6th floor which would have 2 windows. The Oldham Street elevation would have 2 windows with some panels of hit and miss brick work and an area of rainscreen cladding and louvres. The entrance lobby which extends across approximately 2 thirds of the ground floor façade on Spear Street would be glazed and would add activity to the street.

A right of access across the site would be maintained through a covered ground floor link from the rear of the site through to Spear Street and would provide for means of



escape from parts of the adjoining residential scheme. The applicants have also indicated that an access across the application site for the means of escape that was included on the approved plans for the redevelopment of the adjoining site would be retained.

The 12 space bike store would have a separate entrance from Spear Street and would be physically separated from the access route to the rear door of the ground floor of 84-86 Oldham Street (Koffee Pot).

Servicing would be from Spear Street and waste would be split into the following bins and collected weekly:

- Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc
- Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc
- Green - Organic waste (recycled) - food stuffs etc
- Black General waste (non-recycled) - all non-recyclable

The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

The intention is that the development would be delivered as a private rented sector (PRS) product and the applicant would subsequently retain and manage. The building would be managed on an individual basis with M4nchester One Ltd responsible for the future operation of the building.

A summary of the pre-application consultations including with local residents has been submitted.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified, the development was advertised in the local press as a major development which would affect the setting of a conservation area and site notices were placed adjacent to the site.

14 letters of objection have been received which are summarised below:

Summary of objections Land at Spear Street

Some objectors have stated that their objections are not the development of the site, which they generally welcome but to the form of development and nature of the proposed use.

Fit with Planning Policy

The proposals would result in an unsustainable development which would be contrary to the following policies:

Manchester Local Development Framework Core Strategy Plan 2012

EC3 (Regional Centre), CC9 (Design & Heritage), DM1 (Development Management), EN1 (Design Principles & character areas), EN2 (Tall Buildings), EN3 (Heritage), EN19 (Waste) SP1 (Spatial Principles), H1 (Overall Housing Provision), H5 (Central Manchester) CC3 (Housing), CC5 (Transport), CC7 (Mixed Use Development), CC10 (A place for Everyone), H1 (Overall Housing Provision), T2 (Accessible Areas of Opportunity), EN6 (Target Framework for CO2 reductions), PA1 (Developer Contributions)

Saved policies of the Unitary Development Plan

DC7.1, DC26.1, DC26.2 and 26.4

Guide to Development in Manchester SPD (2007)

Section 2. Adaptability: Accommodate change, 3. Accessibility Design for access, 4. Environmental Standards 6. Parking, 7. Housing Density and Mix, 10. Internal Design Principles

Manchester Residential Quality Guidance

Make it HAPPEN, Make it MANCHESTER, Make it BRING PEOPLE TOGETHER, Make it A HOME, Make it FUTURE PROOF, Make it ANIMATE STREETS AND SPACES, Make it PRACTICAL.

Use / Type of Accommodation Proposed

- A mixed use development such as some form of business at ground level and flats above would be a much better fit with the area;

Privacy and Overlooking and Impact on Sun light and Daylight Levels

- The proposals would have an unacceptable impact in terms of overlooking of adjacent properties and as a result on the current levels of privacy;
- The report from Hoare Lea demonstrates that the existing residential units in 84/86 Oldham Street will be deprived of daylight and will require artificial light during daytime. The applicants have used the adjoining Kempton Homes

permission as justification for much of their design arguments. However when it comes to The Daylight Submission Analysis the Kempton Homes Scheme is conspicuous by its absence. To ensure that a robust planning case is put forward if a further report is undertaken then it should also include full detailed NSL and ADF tests. There is also a need to consider the cumulative impact with the adjacent approved Kempton Homes scheme.

Design issues

- The proposed building would be overdevelopment of this site and the tallest building in the area / block and its scale is therefore not appropriate to the context which in terms of overall character of low rise with buildings of less than 5 storeys or the plot size;
- The proposals should better reflect and compliment the character of neighbouring buildings;
- Taller buildings within the street block should generally frame corners, the centre of an urban block with no directly adjoining streets leading to that block should not be used for 'landmark' development;
- The proposed height would set a precedent for other developments coming forward in the area;
- The proposed development density is excessive for a site of this size at 846 dwellings per hectare compared with the adjacent Kempton Homes approval at 454 per hectare;
- The proposed building would not compliment the character of the Northern Quarter and its Conservation Areas;
- The proposals at ground floor would not adequately animate the street scene;
- The scheme is neither accessible nor adaptable and fails to meet the standards set out in Design for Access 2;

Housing Mix and Dwelling Size

- The proposals are primarily for 1 bed apartments whereas the City normally has a limit on this of 33% - this would not offer sufficient choice or mix of housing in line with the City's aspirations;
- The dwellings would have a net internal areas of 40sqm below the 50sqm specified within the National Prescribed Housing Standards;
- The proposals would not provide high quality city centre living and would not be sufficiently future proof in terms of adaptability.

Noise and impact on amenity

- Construction noise will cause unacceptable disturbance to existing residents;
- Concerns have already been raised by Environmental Health officers dealing with previous planning applications on adjacent sites about the potential impact of the operation of some businesses within A3/ A4 use classes on adjacent residential dwellings and this application would intensify that potential;
- The roof top garden could become a source of antisocial behaviour particularly if uses as Air B and B rentals;

Other

- The proposed development would compromise fire escape and maintenance access provision for adjacent properties;
- No parking is provided as should be required to accommodate child friendly households, the elderly and disabled;
- Vehicles parking to unload outside of the property would block traffic;
- There is inadequate provision for waste storage and recycling at source;
- There is only amenity space for residents of the top floor apartments rather than the provision of a communal space;
- The site is only vacant because the owner did not renew a previous lease that allowed parking on the site;
- Adjacent basements could be adversely affected by the building of foundations;
- As part of the public consultation referred to in the supporting information there has been no direct contact with adjoining landowners;
- The applicant has not shown how they intend to deal with established rights of access / egress in delivering this scheme. Failure to deal with the adequately could impact on the viability of adjacent businesses and lead to job losses. Tall Buildings policy requires evidence of deliverability and these rights would render the submitted scheme undeliverable and the applicants acknowledge that the scheme is unviable;
- The development of any site should be taken on planning grounds irrespective of commercial considerations. The applicant claims that a lower development would result in a negative land value yet there are no abnormal costs associated with this site. All the consent will do is raise the land value and that of adjacent plots to unsustainable levels that will result in more undelivered development potential due to land speculation on the basis of aspirations about acceptable scale and massing in the area. The applicants cannot be

allowed to justify overpaying for the site by the City accepting an inappropriate level of development of the site;

- Lifts would be obstructed by cupboards;
- The development would not fulfil the City's policy requirements in relation to Energy Efficiency;
- There is no S106 money or affordable housing contribution being offered as part of the application.

Manchester Conservation Areas and Historic Buildings Panel – felt that the proposal had good articulation and provided an interesting response to the site and area. They felt that the height was acceptable and that a great deal of effort had been put into the design and it added a new layer to the continuous evolution of the area. They raised concern about the windows overlooking neighbouring land and questioned whether this would affect the ability to develop adjacent sites.

The Head of Neighbourhood Services (Highway Services) – Has no objections and have provided advice about the Traffic Regulations orders and agreements that would be required to facilitate the development.

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections and has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment and the hours during which deliveries can take place. Advice has also been given about appropriate working hours during construction.

Head of Regulatory and Enforcement Services (Contaminated Land) - Has no objections subject to a condition relating to a full site investigation being carried out in respect of contaminated land and the need for details of appropriate remedial measures.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy) - No comments received.

Strategic Housing – No comments received.

Flood Risk Team – Have no objections and have recommended conditions in relation to the requirement for the adoption of SUDs within the proposals.

Environment Agency - Have no objections and have recommended conditions to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within their document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' is followed as appropriate.

Greater Manchester Archaeological Unit – Have no objections and are satisfied that this scheme would not impact on any potential archaeological interest.

Transport for Greater Manchester – Have stated that the number of units proposed is below their threshold for a highways impact review but that they welcome the inclusion of 12 cycle parking spaces.

Greater Manchester Police (Design for Security) – Have no objections subject to compliance of the development with the recommendations within the submitted Crime Impact Assessment.

United Utilities – No comments received.

Greater Manchester Ecology Unit – Have no objections subject to a condition relating to the carrying out of an additional precautionary bat survey prior to any development commencing being attached to any consent granted.

Issues

Local Development Framework

The principal document, The Core Strategy Development 2012 -2027 ("the Core Strategy") was adopted on 11 July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan and sets out the long term strategic planning policies for the City's development. The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, H1, H8, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC2, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Some UDP policies have been saved and the proposal is consistent with the following saved policies DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement to the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in the provision of high quality housing at sustainable locations throughout the City, to address demographic needs and

support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrate the attraction of the city and the strength of its economy within the region. The growth of economy requires the provision of well located housing for its workforce in attractive places so that they can contribute positively to the economy

S05. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport.

S06. Environment - the development would help to protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). 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. Paragraph 12 states that: "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise." The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) and CC8 (Change and Renewal) – The proposal would be a positive addition to the residential offer within the Northern Quarter and would support and deliver important economic and policy objectives at the Manchester, Greater Manchester and national level. The development would be highly sustainable and deliver high quality city living. It would provide good access to sustainable transport provision, maximise the use of the City's transport infrastructure and would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel. It would develop an underutilised, previously developed site and create employment during construction and therefore assist in building a strong economy.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) - The Regional Centre will be the focus for economic and

commercial development, leisure and cultural activity, alongside high quality city living. The proposal would be complementary to existing residential accommodation within the Northern Quarter. It would help to attract and retain a diverse labour market within the City Centre and support GM's growth objectives by delivering housing to meet the demands of a growing economy and population, within a major employment centre in a well connected location and would assist in the promotion of sustained economic growth.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people a real choice about how they travel and contribute to sustainability and health objectives. The area is highly accessible being close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should exploit the use of sustainable transport. The proposal would connect residents to jobs, local facilities and open space. It should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to adjacent pavements thereby improving the pedestrian environment.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone) - The development would provide an efficient, high-density development in a sustainable location within the heart of the City Centre. Manchester's economy is growing post-recession and significant investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would provide an efficient, high density development in a sustainable location within part of the City Centre specifically identified within the Core Strategy as being suitable for residential development. The proposed apartments would appeal to a wide range of people from families to couples and sharers. The scheme would help to create sustainable, inclusive and mixed communities within this part of the City Centre. Manchester's economy is growing post-recession and significant investment in housing is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide suitable accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 25,500 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy. The development would contribute towards an ambition that 90% of new housing would be built on brownfield sites and have a positive impact on the built environment of the surrounding area. The proposed development has been designed to seek to minimise potential for loss of privacy.

Given the number of dwellings proposed the proposals are below the threshold for consideration of the potential for the proposed development to contribute towards affordable housing.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to its City Centre context. It would be appropriately located and would bring regeneration benefits to a part of the Northern Quarter that requires investment. The positive aspects of the design are discussed in more detail below. The site presently makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of the Stevenson Square or Smithfield Conservation Areas or adjacent listed buildings and the quality and design would sustain the adjacent heritage value of the heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted:

Paragraph 131 - Advises that 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 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 – Advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. The proposal would replace an area that currently has a negative impact on the setting of nearby heritage assets and introduce a good quality building that would make a positive contribution to the townscape and enhance the setting of those adjacent heritage assets. The compliance of the proposals with the

above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Section 8 Promoting healthy communities – The introduction of some level of active street frontage would help to integrate the site into the locality and increase levels of natural surveillance compared with the current contribution to this from this vacant site.

Saved UDP Policy DC20 (Archaeology) - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

NPPF Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable and information submitted demonstrates that it would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. It sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. The surface water drainage from the proposal would be managed to aim to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the predevelopment rates as a minimum.

The proposed drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change).

The surface water management will be designed in accordance with the NPPG and DEFRA guidance in relation to SuDS

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions and waste, and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities to enhance G&BI and these are discussed in more detail below. There would be no adverse impacts on blue infrastructure. The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and in operation.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:- • appropriate siting, layout, scale, form, massing, materials and detail; • design for health; • impact on the surrounding areas in terms of the design, scale and appearance of the proposed development; • that development should have regard to the character of the surrounding area; • effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation; • accessibility to buildings, neighbourhoods and sustainable transport modes; • impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and • impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage. The above issues are considered in detail in below.

Policy PA1 Developer Contributions – As the development would only comprise 11 residential units it is below the 15 unit threshold for consideration of a contribution towards affordable housing.

Other Relevant City Council Policy Documents Guide to Development in

Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester Residential Quality Guidance (July 2016) This document is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. It is considered that the proposals are broadly in keeping with the aims and objectives set out in the guidance, compliance with which is set out within the considerations of the merits of the proposals as set out below. The Manchester Residential Quality Guidance document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The compliance of the scheme with these standards is discussed below.

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 level of residential accommodation within the City Centre is fundamental to achieving this vision

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018: updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities.

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that on balance the proposals would be in keeping with these objectives.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development would support and align with the overarching programmes being promoted by the City Region via the GM Strategy. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Stevenson Square Conservation Area Declaration

Stevenson Square conservation area lies adjacent to the site and is located on the north-eastern edge of the city centre of Manchester. The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets.

Development control in Stevenson Square is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities.

It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street

Other National Planning Legislation Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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

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

Environmental Impact Assessment.

The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, which raised the thresholds for screening of industrial estate and urban development projects to determine the need for Environmental Impact Assessment (EIA) but these new thresholds are not applicable to a development of this size.

ISSUES

The Schemes Contribution to Regeneration and Housing Delivery – Regeneration is an important planning consideration. The City Centre is the primary economic driver of the region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new housing and as the national economy has entered a new growth cycle, it is essential that new homes are provided.

Manchester's population is expected to increase by 100,000 by 2030, and together with trends and changes in household formation this will result in an increase in demand for more housing. An additional 60,000 new homes are expected to be required over the next 20 years (3,000 per annum). Manchester's Residential Growth Strategy (2016) sets a target of building 25,000 new homes over the next ten years up until 2025. The proposal would contribute to meeting that need within an area that has been identified as being suitable for new residential development. The quality and mix of the product and the size of the apartments has been designed to appeal to a range of potential occupiers.

The scheme would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population within the city centre.

This cleared site has a negative impact on the street scene, the Stevenson Square Conservation Area and the Northern Quarter. Its open nature presents a poor appearance, fragmenting the historic built form of terrace and warehouse buildings. This creates a poor impression of this part of the Northern Quarter compared with the more vibrant streetscapes nearby on Oldham Street and Lever Street.

The proposal would respond positively to its context and the areas heritage by repairing key street-frontages and reinstating the historic building line. It would help to create an appropriate streetscape on Spear Street which would help to establish a sense of place. The increase in ground level activity on Spear Street would help to provide an alternative attractive route that would link Stevenson Square with Great Ancoats Street and beyond.

The apartments would complement nearby residential schemes and would contribute to a mixed use neighbourhood. They would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. The development would also create employment during construction.

Given the above the proposal would help to promote sustainable economic growth and would be consistent with the objectives of the Central Manchester Regeneration Framework and the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Affordable housing provision – The number of units proposed falls below the 15 or more units level that requires a contribution.

Residential development - density/type/accommodation standards - The proposed density is acceptable and all units would comply with the spaces standards in the Residential Quality Guidance and National Space Standards. Housing development in the City Centre has largely been dominated by apartment developments and the Core Strategy identifies the need to diversify housing stock by increasing the availability of family housing. The three 2 bedroom apartments would have external space and as such would be particularly suited to families.

The apartment layouts would make the best use of space and maximise natural daylight into the living area and bedroom area. The quality and mix of the product, and the size of the apartments, has been designed to appeal to a range of potential occupiers and whilst they will be attractive to single people and those wanting to share, the availability of 2 bedroom accommodation with external space within the development could also be attractive to families wishing to live in the City Centre.

It is recommended that a condition of any planning permission should require a that a management strategy is agreed to clarify the management and lettings policy to ensure that the development helps to provide a neighbourhood where people choose to live. In addition, it would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

It is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate. Given the sites immediate built context at between 3 and 7 storeys, an 8 storey building is considered to be a tall building. However when considered in the wider context, as detailed above, many of the adjacent buildings and approved adjacent developments are of a similar height. Given this a Tall Building Statement has not been submitted but the proposal has been assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE as far as they are considered relevant to this application.

Design Issues, relationship to context and impact on the Character of the adjacent Conservation Area and setting of Listed Buildings

The development would enhance the setting of adjacent Heritage Assets and the height, scale, colour, form, massing and materials would make a positive contribution to the area.

The building would be set back above the fifth floor to provide some visual relief to its overall massing. This would create a stronger architectural relationship with the 5 storeys element of the scheme approved on the adjacent site on Spear Street and respond to height along the street edge of many buildings the Street. The building as noted earlier would be one of the tallest on Spear Street but the mass has been broken down through careful design and the proposal would be acceptable. The

construction would involve the use of traditional weight bearing red bricks which is considered to be appropriate.

The residential entrance would have with level access off Spear Street and would provide some street level animation. There would be living spaces on the Spear Street facade to maximise active frontage and street surveillance. There is no communal outdoor space but a private residential terrace has been incorporated into the buildings set-back 8th floor.

The proposal would reinstate the dense urban grain that originally existed on Spear Street and the design would reflect nearby traditional buildings. The repetitive form of the fenestration and other openings would reference the former terraces that occupied the site as well as the robust architectural form of other nearby buildings. Large windows would ensure that internal spaces are well lit and the provision of smaller panes would reference the 18th century windows of some mill buildings in the area. The deep window reveals (225mm lower levels and 280 upper levels) would include stepped brick detailing to 3 of the bays which would add subtle richness to the façades. The detailing outlined above would ensure that the building responds well to its context.

It is considered therefore that the proposal would result in high quality building that would be appropriate to its context. A condition requiring samples of materials would be attached to any permission granted.

There are a number of designated and non designated heritage assets nearby. The site lies within the Stevenson Square Conservation area and these assets make a positive contribution to the area. The rear areas of the buildings on Oldham Street are visible across the site. These are part of the historic character of the conservation area and the evolution of buildings styles and types, but they have been altered over time and they present a poor quality streetscape to Spear Street. The proposal would address this issue by introducing an appropriate form of development on the site.

The development would enhance the setting of adjacent Heritage Assets and the height, scale, colour, form, massing and materials would make a positive contribution to the area.

Where a proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The application has assessed the impact of the proposal on the nearby listed buildings particularly those to the rear of the site on Bradley Street demonstrating the efforts made to integrate the development within its surroundings.

The quality of the design of the proposal would mitigate any instances of harm and would sustain the heritage values of the heritage assets affected including the surrounding listed buildings, conservation areas and non designated heritage assets.

The site itself does not contain any heritage assets and, in its present form, detracts from the character of the conservation areas and the setting of the listed buildings. The development presents an opportunity to enhance the architectural and urban qualities of the area.

Spear Street is narrow with its south western end characterised by large red brick former warehouse buildings, built hard up against the pavement edge with a strongly-defined building line. Buildings on the south eastern side are built hard against the back of a narrow pavement and form a consistent street frontage. The buildings are a mixture of periods and styles, but are similar in terms of scale.

The demolition of the 19th Century terraces in the 1950's has eroded the character of the historic street pattern and has affected the prevailing building alignment and the urban form now lacks cohesion. This adversely affects and weakens the character and appearance of the area. The footprint would be consistent with the historic back of pavement building alignment and would reinforce the urban grain. The layout would help to animate the street and would improve the quality of the streetscape considerably.

It is inevitable that development on sites such as this would impact on the levels of amenity enjoyed by existing properties. However, the building would reinstate the historic building line in accordance with good urban design principles. The site has a negative impact on the area and views are artificially open and inappropriate in the context of the character of the conservation area. The development presents an opportunity to enhance the setting of adjacent designated and non designated Heritage Assets and to introduce a building of an urban scale that would make a positive contribution to the wider townscape.

There are no World Heritage Sites in the immediate vicinity. Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

The proposal would impact upon views of the Grade II listed Castle Hotel on Oldham Street, 4 – 10 Bradley Street and 69-77 Lever Street, 56 and 58 Oldham Street and 49 Spear Street and views within the Conservation Area.

A Visual Impact Assessment (VIA), has assessed the likely townscape and visual impacts of the proposals upon the site and surrounding area, including on the character of the Smithfield Conservation Area. The VIA has been carried out in accordance with English Heritage's Seeing the History in the View: A Method for Assessing Heritage Significance Within Views (May 2011) and considers 6 verified photo montages of the proposals from representative viewpoints which have been agreed through consultation with officers at the City Council, providing a 360 degree analysis

Principally any impact would be a visual one on the setting of the Stevenson Square Conservation Area and upon the setting of the Grade II listed Castle Hotel on Oldham Street, 4 – 10 Bradley Street and 69-77 Lever Street from specific views.

The visual impact assessment has generated one instance of low adverse impact, one instance of imperceptible impact, and four instances of low beneficial impact within the scope set out by Historic England.

The single instance of low adverse impact concerns the impact of the proposal on the Stevenson Square Conservation Area as viewed from Oldham Street, including a range of Victorian buildings which make a positive contribution to the Conservation Area as well as the Grade II listed Castle Hotel.

The visual impact assessment has therefore indicated that the proposal would have a modest impact upon its surroundings in visual terms and that the level of impact would be less than substantial within the terms of the NPPF.

It is necessary to have special regard to the desirability of preserving the setting of any affected Heritage Assets. As any harm is 'less than substantial', paragraph 134 of the NPPF requires that the impact of the development should be evaluated against the mitigation that would be provided from the wider public benefits of the scheme including securing its optimum viable use which can include heritage benefits. The scheme would enhance the character of the conservation area and setting of adjacent listed buildings and would produce heritage benefits.

The public benefits of the proposal would include delivery of high quality residential accommodation which would meet an identified need for accommodation within the City. It would create employment during construction and improve wayfinding and place making within the Northern Quarter. It is considered that the urban form and pedestrian environment would be enhanced by the development and the public and heritage benefits that would be delivered would outweigh any 'less than substantial harm' that would be caused. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the conservation area as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The design would be a contemporary interpretation of the tripartite subdivision seen in many traditional buildings nearby. The depth of the window reveals and their

regular nature would provide a contemporary interpretation of the regular grid facades of adjacent buildings.

The use of brick as the principle external material is acceptable. A specialised brickwork detail would be used within the window reveals which would achieve articulation and visual interest and produce a building of an appropriate quality.

Sustainability and Relationship to Public Transport Infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus. A Transport Statement concludes that the overall impact of the development on the local transport network is likely to be minimal. One cycle parking space per unit would be provided.

The opportunity to provide on-site parking is constrained by the size of the site and the need to create activity at street level to provide passive surveillance of the surrounding streets. There are 2160 MSCP spaces within reasonable walking distance where spaces can be leased, should residents require a parking space. There are 9 car club vehicles located within 600m and it is intended to promote the use of car clubs through a residential welcome pack.

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and the overall impact on the local transport network is likely to be minimal

Energy Efficiency and Sustainability - New developments should attain high standards of sustainability. The Code for Sustainable Homes was revoked in March 2015 but it is important to understand how the development performs in respect of energy standards and waste efficiency. A fabric first approach would be adopted in accordance with the energy hierarchy to create accommodation that is thermally efficient to reduce energy demand, reduce heat loss and maintain comfortable internal temperatures. The energy efficient fabric and passive servicing methods, would improve thermal performance and air tightness above Part L requirements of the Building Regulations. Low carbon technologies would then be applied. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently.

Waste arising during construction and occupation/operation would be minimised and a site waste management plan would be adopted during construction. The dwellings would be provided with waste facilities and a comprehensive waste management plan for the site would accord with the Councils recycling scheme.

Construction management procedures would minimise adverse impacts on the environment and control pollution generated during the construction phase. These include a waste management strategy to reduce the amount of waste generated, and to increase re-use and recycling of materials. A commitment would be made to minimise waste and pollution.

Materials would be responsibly sourced and would have low environmental impact and local suppliers would be prioritised. This would minimise and conserve energy associated with transportation and waste generation. Where required, responsibly sourced new materials would be specified.

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

The Northern Quarter is a vibrant part of the City Centre. Spear Street currently has a poor quality environment but could provide a pedestrian link between Stevenson Square and Great Ancoats Street and beyond. The improvements to the pedestrian experience provided by this and other developments should improve this considerably.

Credibility of the Design

Proposals of this nature are expensive to build and it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered.

The development would be both viable and deliverable. Detailed initial investigations, including the: ground conditions and the archaeology of the site have been carried out which should help to insure against any un-foreseen costs.

The design team recognises that a scheme of architectural quality is required and therefore the design development has been extensive. Resources have been committed to ensure that the scheme submitted is ready for delivery, as the applicant is keen to start on site as soon as possible.

Effects on the Local Environment/ Amenity

Privacy and Overlooking

A key consideration is whether the proposal would adversely impact upon the amenity for neighbouring residents. The properties have been adjacent to a site which has been vacant for nearly 10 years. The flats within 84-86 Oldham Street were converted (application ref no 046641/FO/CITY2/94) whilst there was a building in place to the rear of the site. In addition it is understood the current owners of that property were aware of the intention for the site to be developed when it was sold by them to the applicant in 2010.

The relationship to properties on Oldham Street and Houldsworth Street is not unusual in the conservation area and other streets across the City. As windows of apartments overlook the rear of the site, bedrooms have been placed at the rear of the proposal.

Small separation distances between buildings is characteristic in the area and is consistent with a dense urban environment. Had the buildings that previously

occupied the site not been demolished, there would be views from the windows within those buildings into windows within adjacent blocks. The smaller separation distances are on the whole greater than is characteristic of that between other buildings within the immediate area and are considered to be in-keeping with the existing dense urban environment within the Northern Quarter as can be seen from the following examples.

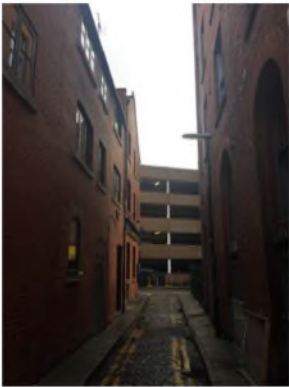
All distances shown on the above diagram refer to habitable to habitable windows.



1 – Roman Entry – 6m



2 – Union Street – 6.1m



3 – Catlow Lane – 3.5m



4 – Kelvin Street – 4.7m



5 – Carpenters Lane – 5.5m



6 – Hare Street – 6.2m

The distance between buildings across the site between the edge of the application site and the upper levels of 84-86 Oldham Street is approximately 9.5m which is much more generous than the examples given above.

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using computer software to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). This assessment is not mandatory but is generally accepted as the industry standard and is used by local planning authorities

as a guide to assist in terms of considering these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

The neighbouring residential properties at 84 -86 Oldham Street (10 windows) and Block B of the approved Kempton Homes (vacant Oldham Street site) scheme (48 windows) have been identified as being potentially being affected in terms of impact on current daylight and sunlight by the proposal.

The buildings on Oldham Street and Houldsworth Street that overlook a cleared site have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts would be measured i.e. an open site, would not be representative of a typical baseline situation within an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would inevitably have an impact.

The BRE Guide recognises that different targets may be appropriate depending on factors, such as location. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is not unusual in urban locations. The application site has largely been cleared for a number of years and prior to that was occupied by a 3 storey building. 84 -86 Oldham Street and the proposed Block B of the adjoining site currently receive unusual levels of daylight over the clear application site. It is therefore necessary to determine what the reasonable expectation of residents should be in relation to daylight levels in those circumstances. The BRE Guide permits the setting of 'alternative' target values, the methodology for which is set out in Appendix F of the Guide. It suggests that alternative targets are derived by calculating the level of light that the window would achieve if obstructed by a hypothetical 'mirror-image' of the existing neighbouring building, an equal distance away from the boundary

For both sites the impacts in relation to a mirror image compared with the proposal have been assessed. These properties border the front and rear of the site and therefore different mirror image analyses have been undertaken relative to each location.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment which are progressive, and can comprise a series of 3 tests. It is only necessary to progress to the next test, if the window/room does not pass the first test subjected to. The guidance first of all advises an assessment of how much daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. The Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: the net glazed area of the window in question; the total area of the room surfaces (ceiling,

walls, floor and windows); and the angle of visible sky reaching the windows. In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. A 3rd assessment known as 'No Sky Line ' (NSL) measures daylight distribution and assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window. The assessment submitted with this application has considered all 3 of the progressive tests for daylight assessment.

The impacts are as follows:

84-86 Oldham Street

6 of 10 windows would be compliant for VSC for a mirror scheme and no windows would be compliant for VSC for the proposal.

8 of 10 windows would be compliant for ADF for a mirror scheme and 3 of 10 windows would be compliant for ADF for the proposal.

10 of 10 windows would be compliant for NSL for a mirror scheme and 1 of 10 windows would be compliant for NSL for the proposal.

Kempton Homes Block B

3 of 48 windows would be compliant for VSC for a mirror scheme and 25 of 48 windows would be compliant for VSC for the proposal.

11 of 48 windows would be compliant for ADF for a mirror scheme and 23 of 48 would be compliant for ADF for the proposal.

7 of 48 windows would be compliant for NSL for a mirror scheme and 12 of 48 windows would be compliant for NSL for the proposal.

Sunlight Impacts

The BRE Guide explains that sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window • Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; • Receives less than 0.8 times its former sunlight hours during either period; and • Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

Of the above buildings only 84-86 Oldham Street met the assessment criteria. When assessed against the APSH (Sunlight criterion) it had 100% target compliance for both the baseline mirror scheme and 80% for the proposed development for annual

sunlight hours but still meet the recommendations for winter sunlight which is arguably more important at this latitude.

Within 84-86 Oldham Streets assumptions have been made about room uses and this does have a bearing on the results of the analysis such that the results presented as a worse case scenario.

No assessment of APSH has been carried out for Block B since the façade is within 90 degrees of due North

Overshadowing

There are no areas of public realm that require consideration of impact permanent shadowing and sunlight hour's appraisal.

The impacts on the levels of daylight and sunlight at 84-86 Oldham Street and within the proposed development of Block B are important and there would be good levels of compliance in terms of sunlight hours particularly in the winter months. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location within the City Centre. The following matters are however important in considering this matter:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, redevelopment will occur. This is increased in a city centre like Manchester where there is a dense grain to development.
- The application site is within the City Centre and is designated for high density development;

Air Quality

The site is located within an Air Quality Management Area (AQMA), which covers the whole of the City Centre, where the annual nitrogen dioxide (NO₂) air quality objective could be exceeded. An Air Quality Impact Assessment explains that the development has access to all forms of public transport including tram, bus and rail and it is considered that the scheme would be unlikely to significantly affect air quality. Therefore, the development would not result in any significant air quality issues.

Noise and vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers does need to be considered. The application is supported by a Noise Report which concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable

level and the agreement of such measures should be a condition of any consent granted.

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

The TV and Radio Reception survey has highlighted a potential impact zone for terrestrial television reception. No interference has been identified for the reception of terrestrial digital television services (Freeview), as there are no viewers located in any areas where signal interference could occur.

The use of tower cranes and the proposal is likely to cause disruption to the reception of digital satellite television services for users located to the north and northwest of the site, within 62m from the site's north-western corner. In this location, the tower cranes and buildings could obscure the satellite dishes' views of the southern skies, resulting in interference. If interference does occur, the repositioning of the satellite dishes to locations without an obscured line-of-sight view to the serving satellites would restore all services. If this were not possible, the use of DTT receiving equipment would offer any affected viewer an alternative source of digital television broadcasts, however this outcome is considered unlikely due to the relative ease of repositioning satellite dishes to new un-obscured locations.

Appropriate mitigation for signal loss could be secured through the attachment of a suitably worded condition to any consent granted.

Conclusions in relation to CABE and English Heritage Guidance

It is recognised that some that some of the impacts exceed BRE guidance, this has to be considered in a city centre context as opposed to those found in suburban areas. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the proposals would provide a building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4 EN6, EN9, EN11, EN16, CC4, CC6, CC9 and CC10 of the Core Strategy and the Supplementary Planning Document (SPD) criteria. The principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013).

Impact on adjacent businesses

Infill developments on previously developed sites within the City Centre are not unusual. There are a number of businesses and residential properties on Oldham Street and Houldsworth Street that back onto the application site which would be affected to some degree by the scheme. The issues relating to access across the site are private legal issues and not usually material considerations, however the following should be noted:

The site was purchased from the owners of 84 to 86 Oldham Street, who operate a bar/café known as The Koffee Pot. The applicants state that the owners have been aware of the applicants' intention to build on the site for several years and in this regard the owners and the applicants were party to a Deed of Release and Easement which was signed in 2010 which varied an existing right of way. The applicants have indicated that this right of way has been reflected in the ground floor drawing submitted for approval with the application and would be retained as part of the development.

The developer of the adjacent site believes that they benefit from a right over the same area. The applicants' dispute this but would be happy to allow the Kempton Homes scheme the same Right of Access that the owners of 84-86 Oldham Street enjoy, to enable delivery of the approved scheme including the means of escape route .

The application site has previously been developed. Therefore the roof of 84-86 Oldham Street could not have been accessed from the application site and historic arrangements were presumably via a first floor window on 84-86 Oldham Street and this historic access arrangement could be reinstated, or a simple solution could be utilised, comprising a ladder by the rear door of 84-86 Oldham Street in the void on the application site

Koffee Pot currently have extraction equipment extracting/ protruding over the applicants' land. The applicants have stated that this does not have their permission but have suggested an appropriate solution that would allow development to take place and Koffee Pot's kitchen to remain operational which would involve relocating the vent to above the fire escape door. Discussions with the project team have confirmed that there is sufficient space next to/above this rear escape door for the louvres to be relocated.

Deliverability

Infill developments on previously developed sites within the City Centre are not unusual. Whilst issues relating to building techniques are not usually material considerations, the following should be noted.

The applicants have stated that they have discussed the site with potential contractors and have advised the Council that the development is deliverable employing the following construction methods:

- 1) Offsite productions
- 2) Pre-fabricated elements
- 3) Just in Time deliveries

4) A temporary road closure at Spear Street

Crime and Disorder - The increased footfall and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended.

Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Archaeological issues - Greater Manchester Archaeological Unit are satisfied that this scheme will not impact on any potential archaeological interest and on this basis, the Greater Manchester Archaeological Advisory Service recommend that no further archaeological works are required for this site.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the Core Strategy

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposal would have no direct adverse effect on statutory or non-statutory designated sites.

Planters will be located along the perimeter to provide privacy and greenery to the parapet. A Preliminary Ecological Appraisal (PEA) has been prepared by Urban Green and accompanies this application. The PEA assesses the potential impact of the development on local ecology and nature conservation. The PEA identifies that the site contains no suitable habitats for protected species and has limited connectivity to suitable wider habitats. A bat roost assessment was undertaken on the buildings adjacent to the site and were found to have either low or negligible suitability for roosting. The lack of vegetation on the site means that it has negligible suitability for use by foraging and community bats. Nonetheless, due to its low bat roost suitability, the PEA advises that the building adjacent to the north-west boundary of the site should be fully inspected with an endoscope prior to any works taking place up against the wall to ensure that no bats are present. The report concludes that no further habitat surveys are required and thus there are no ecological constraints to development.

The roof level planting provision will be designed to provide an enhancement to the aesthetic value of the site and also strengthen the ecological value of the site.

Given the scale of development proposed and the width of the existing pavement there is limited scope for inclusion of features which may improve biodiversity and form corridors which enable natural migration through the site including the planting of street trees. External bird nesting boxes could increase opportunities for habitat expansion leading to improved ecological value within the local area. Requirements of biodiversity enhancements are capable of being a condition of any consent granted.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy and the Manchester Green and Blue Infrastructure Strategy 2015.

Waste and Recycling - Refuse and recycling facilities would be provided within a dedicate ground floor bin stores. Waste collections would take place from Spear Street with bins brought out by residents on collection day. Bins for each type of waste would be clearly marked.

In view of the above it is considered that this is consistent with Core Strategy policy DM1.

Flood Risk and Sustainable Urban Drainage Strategy - The site lies within Flood zone 1 and is classified as a low risk site for flooding from rivers and sea and ground water. The site is within the Core Critical Drainage Area within the City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of brownfield development. The site also lies within the Core Critical Drainage Area within Manchester City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which was being introduced from in 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.

The applicant has prepared a SUDS Statement which details how adequate surface water management would be dealt with at the site in order to control the risk of both on- and off-site flooding associated with the development are minimised and/or managed.

The surface water drainage would be managed to restrict the surface water run-off to a greenfield rate if practical, and, as a minimum, to reduce the post development run-off rates to 50% of the pre development rates. As there are no watercourses within the vicinity and the building structure occupies the total site, infiltration devices would not be feasible The only option would be to discharge the surface water to the existing sewer systems which are within the surrounding roads.

The final drainage design would be informed by site investigations and consultation with the statutory undertaker to confirm the appropriateness of discharging into the public sewer. The Environment Agency has no objections but have recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters.

Conditions could be imposed which require the submission of details of the surface water drainage and requiring agreement of a maintenance and management plan of the system to be submitted for approval. The initial SUDS report does demonstrate that surface water run-off can be drained effectively in accordance with the principles of Core strategy Policy EN14 Flood Risk and consistent with section 10 of the National Planning Policy Framework.

Contaminated Land - A phase 1 Desk Study & Phase 2 Geo- environmental Report has assessed geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. These conclude that the site presents a low risk to future site users and construction workers from contamination. A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed could be attached to any consent granted and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access – The scheme could be adapted in response to changing individual circumstances e.g caring for young children and declining mobility with age. The accommodation would have level access at ground floor thresholds with entrance doorways, corridors designed to an adequate width to accommodate a wheelchair and a lift would provide full access to the upper floors.

In view of the above with respect to disabled access the proposals are considered on balance to be consistent with the requirements of Core Strategy Policy DM1 and DC7.

Response to Objectors comments – The majority of the comments have been dealt with above however the following is also noted:

The sunlight and daylight impacts have been fully considered as set out above.

Each proposed development within the City is considered in relation to the appropriate context and the proposed height would not in itself set a precedent for other developments coming forward in the area;

Consideration of impacts from adjacent businesses had been designed into the scheme of acoustic insulation and the requirement to verify this prior to occupation would be a condition of any consent granted.

There would be a condition attached to any consent granted which would restrict the use of the accommodation to C3 only so the roof top garden should not become a source of antisocial behaviour particularly. The Residential Design Guide encourages the inclusion of external amenity areas and the provision of this type of space is not unusual.

The impact of the foundations on adjacent basements would be dealt with as part of private legal agreements and securing consents from other parties such as Building Control outside of the planning process.

The details of the pre-application consultation process are set out in the submission. There is no legal requirement for pre application consultation for this development.

The application has been determined on the basis of its scale and massing within the adjacent context and is considered to be appropriate in that regard. Considerations of the viability of a lower scheme have not informed that judgement.

In relation to comments about lifts being obstructed by cupboards the adjacent structures are risers which would only need to be accessed infrequently for maintenance access.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities and would by deliver housing that is required to support a growing economy and population in the city centre. It would promote and support sustainable economic growth. The proposal would complement the residential uses elsewhere in the Northern Quarter and with the external space the duplexes would provide a product that differs from that typically found in the immediate area thus diversifying the City Centre Housing offer.

The development would regenerate a previously developed site. The massing would relate well to the adjacent context including that of recently approve adjacent development s and be in keeping with the character of the conservation area. This part of Spear Street would be re-vitalised and become a much safer feeling and welcoming environment and the proposal would enhance the city's wider historic landscape. The scheme would add much needed activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape. Adjacent residential accommodation has enjoyed largely uninterrupted views across the site for some-time and it is inevitable that the proposal would have an impact on amenity and affect sunlight, daylight, overshadowing and privacy. It is considered that that these impacts that are set out in the report have been tested and are acceptable.

The clear public and regeneration benefits, including heritage benefits, which would result from the development of this site would outweigh any adverse impacts, including its impact on heritage assets and on amenity. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis

of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

(a) Site Plan A689 900 and 901;

(b) Dwgs A689 SP100, 101, 105,106,107, 108, 400, 401, 402-T, 402-P, 500-A, and 600;

(c) Waste Management Strategy in section 5.3 of the Meccano Design and Access Statement dated 28-06-17;

(d) Recommendations in sections, 3 4,5 and 6 of the Crime Impact Assessment Version A dated 15/05/17;

(e) Recommendations and measures as detailed in Miller Goodall's Air Quality Assessment 04-05-17;

(f) Paragraph 4.2.1 of the Urban Green Ecology Report Sept 17.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3(a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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.

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

(b) In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

d) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved

in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

5) 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;
 - *Sheeting over of construction vehicles;
 - *A method statement to protect the Rochdale and Ashton Canals from accidental spillages, dust and debris in relation to site clearance, earth moving shall take place or material or machinery brought on site
- Development shall be carried out in accordance with the approved construction management plan.

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

6) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 06-01-17. 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

7) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

(a) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlets. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented.

(b) Hydraulic calculation of the proposed drainage system;

(c) Construction details of flow control and SuDS attenuation elements;

(d) evidence of agreement by the Canal and Rivers Trust, United Utilities and Environment Agency that they accept the proposal and connections.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14. The development shall be constructed in accordance with the approved details within an agreed timescale.

8) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

9) The development hereby approved shall be carried out in accordance with the Energy Statement dated 04-05-18 prepared by Miller Goodall A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

10) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the

City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

11) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

12) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

13) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

Reason - To ensure terrestrial television services are maintained in the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

14) Prior to development commencing a local labour agreement relating to the

construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

15) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1.

16) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element 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.

17) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Civic Engineers dated December 2016. In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development 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 development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as

local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

18) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

19) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

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.

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20) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

21) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The

approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

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: 117280/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.

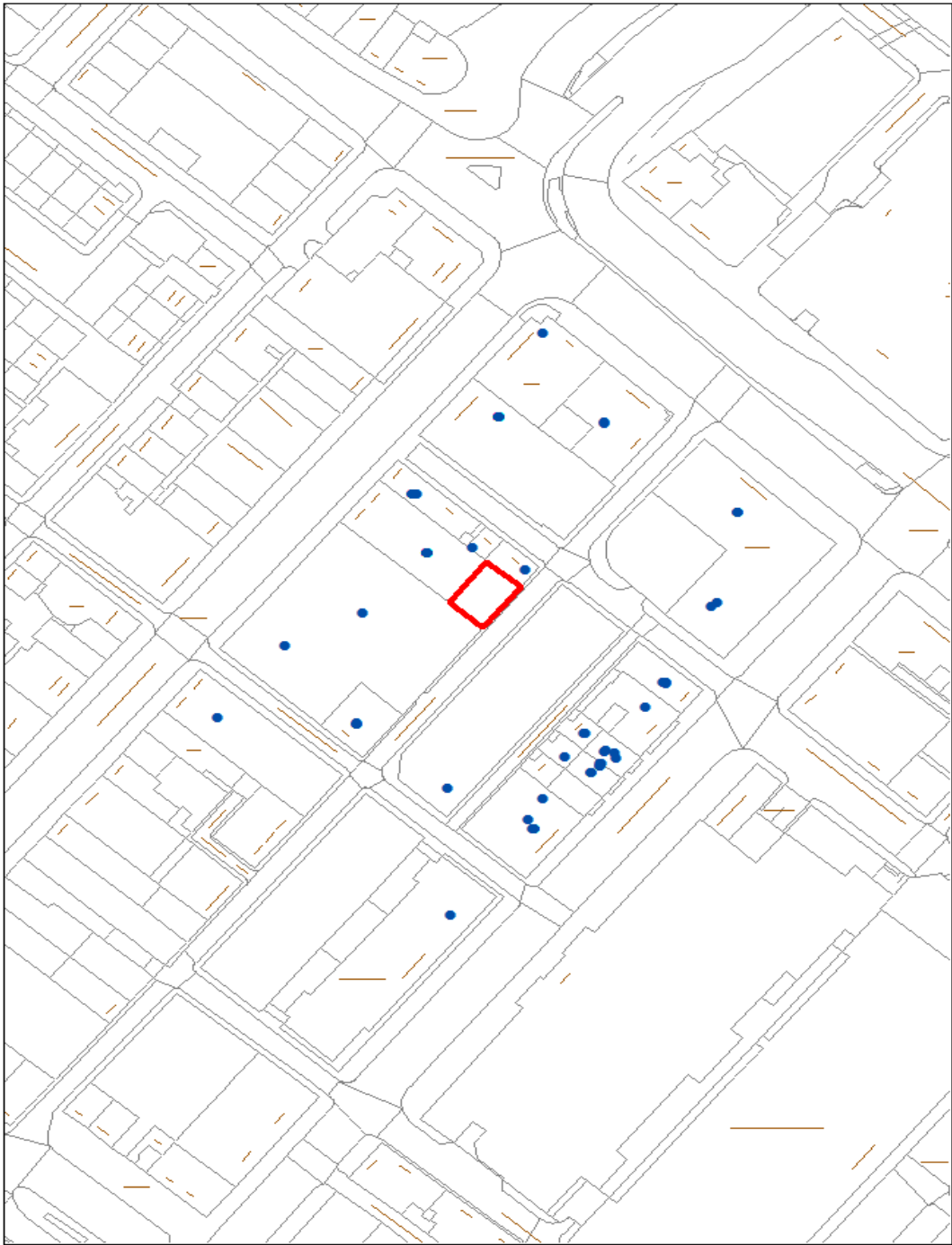
The following residents, businesses and other third parties in the area were consulted/notified on the application:



Highway Services
Environmental Health
MCC Flood Risk Management
Travel Change Team
Strategic Development Team
City Centre Regeneration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Work & Skills Team
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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