



Planning and Highways Committee

Date: Thursday, 29 July 2021

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

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Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Hutchinson, Kamal, Kirkpatrick, J Lovecy, Lyons, Riasat, Richards and Stogia

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
2. **Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
3. **Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
4. **Minutes**
To approve as a correct record the minutes of the meeting held on 1 July 2021. 7 - 14
5. **129327/FO/2021 & 129324/LO/2021 - 59 - 61 George Leigh Street, Manchester M4 5DR - Ancoats & Beswick Ward** 15 - 42
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **130627/FO/2021 - Land At Poland Street Manchester, M4 6BR - Ancoats & Beswick Ward** 43 - 124
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **130354/FO/2021 - Land on The Corner of Poland Street and Jersey Street, Manchester, M4 6JW - Ancoats & Beswick Ward** 125 - 188
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **130356/FO/2021 & 130357/LO/2021 - Ancoats Dispensary Old Mill Street, Manchester, M4 6EB - Ancoats & Beswick Ward** 189 - 260
The report of the Director of Planning, Building Control and

Licensing is enclosed.

- 9. 130390/FO/2021 - Land at Downley Drive, Manchester, M4 6BW - Ancoats & Beswick Ward** 261 - 324
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 10. 129273/FO/2021 - 34 Great Jackson Street, Manchester M15 4NG - Deansgate Ward** 325 - 386
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 11. 129923/FO/2021 & 129924/LO/2021 - Land Bound by the River Medlock, Bridgewater Canal, Hulme Lock Branch Canal and Egerton Street, Manchester, M15 4LE - Hulme Ward** 387 - 434
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 12. 129127/FO/2021 - Phoenix House, 17 Ellesmere Street, Manchester, M15 4JY - Hulme Ward** 435 - 486
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 13. 124335/JO/2019 - West Didsbury and Chorlton Football Club, Brookburn Road, Manchester, M21 8FE - Chorlton Ward** 487 - 506
The report of the Director of Planning, Building Control and Licensing is enclosed.

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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This agenda was issued on **Wednesday, 21 July 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on Thursday, 1 July 2021

Present: Councillor Curley (Chair)

Councillors: Shaukat Ali, Andrews, Y Dar, Davies, Hutchinson, Kamal, Lyons, Riasat, Richards and Stogia

Apologies:

Councillor Baker-Smith, Kirkpatrick and Lovecy

Also present:

Councillors Jeavons, Rawson, Shilton-Godwin and Wheeler

PH/21/37 Supplementary Information on Applications Being Considered

A copy of the late representations received in respect of applications 130166/FH/2021, 121252/FO/2018 and 129010/FO/2020 since the agenda was issued had been circulated in advance of the meeting.

Decision

To receive and note the late representations.

PH/21/38 Minutes

Decision

To approve the minutes of the meeting held on 3 June 2021 as a correct record.

PH/21/39 11 Mardale Avenue, Manchester, M20 4TU

This application is for the erection of a part single, part two-storey side and part single-storey, part two-storey rear extension, the installation of rear dormer, front porch extension and elevational alterations to provide additional living accommodation. The property is not listed or in a conservation area and is typical of the type and style of properties within the immediate area. This application is a resubmission following an earlier refusal for a scheme consisting of larger extensions. The proposed extensions have been amended since the previous submission to reduce their scale and to reduce impacts on the appearance of the main part of the building and the neighbouring properties.

The Planning Officer addressed the Committee on the application stating that the scheme had been revised and reduced in width with the roof height lowered and stated that the application was now acceptable.

The Committee was informed that there was no one present to speak in objection to the application.

The applicant was not present to address the Committee on the application.

The Chair invited the Committee to ask questions and comment on the application.

Councillor Andrews moved the recommendation for the Committee to Approve the application. Councillor Kamal seconded the proposal.

Decision

The Committee agreed the application as detailed in the report submitted and subject to the conditions included.

(Councillor Davies was not present in the meeting room and took no part in the consideration or vote on the application.)

PH/21/40 Application for 127241/FO/2020 - 515 to 521 Barlow Moor Road Manchester M21 8AQ - Chorlton Park Ward

The application relates to a change of use of 515 Barlow Moor Road from ground floor retail (Use Class A1) and 1no. self-contained flat to form a single 2no. bedroom dwellinghouse (Use Class C3), elevational alterations to front and rear, landscaping, and, conversion of no.s 517 to 521 Barlow Moor Road from ground floor retail (Use Class A1) and 6no. self-contained flats to form 11.no self-contained flats (Use Class C3) together with a three storey rear extension to no.s 517 and 519 Barlow Moor Road, 3no front dormers and 3no. rear dormers, associated elevation alterations to front and rear including creation of vehicular and pedestrian access, bicycle and bin stores and formation of 6 no. car parking spaces

The Planning Officer addressed the Committee on the application, stating that the Committee had been on a site visit that morning, prior to the meeting.

A resident made representations on behalf of residents of the building and addressed the Committee in objection to the application on the grounds that there was insufficient space for all features proposed, that the garden to the rear is a wildlife corridor, that there were concerns over the potential for adding further car parking spaces and that the current tenants would be forced to move out of their homes when the development was complete.

Councillors Rawson and Shilton-Godwin (Chorlton Park Ward) addressed the Committee in objection to the application and requested that the application be refused for the reasons outlined.

The Planning Officer reported that the concerns over car parking and the garden space had been properly assessed and no objection was raised by the ecology unit and that the agent for the applicant had confirmed that current tenants would be supported with a move from the building to alternative accommodation.

The Chair invited the Committee to ask questions and comment on the application.

A member of the Committee, referring to the report, noted that the current tenants had been given a year and a half to prepare to move out of the premises.

The Planning Officer stated that the Government standard advice was that a planning permission should commence within three years of the grant of permission.

The Director of Planning confirmed the Planning Officer's comments and stated that an extension could be sought if this was seen to be agreeable to the Committee.

A member of the Committee suggested the planning permission should be extended to five years and this would give the tenants a further period of time to make any arrangements to move to new accommodation.

The Director of Planning stated that this proposal could be added as a condition.

Councillor Andrews moved the recommendation of Approve for the application, subject to the added condition that the planning permission should be commenced within 5 years, so as to give the existing tenants further time within which to secure new accommodation. Councillor Richards seconded the proposal.

Decision

The Committee agreed the application as detailed in the report submitted and subject to the condition that the planning permission should be commenced within 5 years.

PH/21/41 121252/FO/2018 - Great Marlborough Street Car Park, Great Marlborough Street, Manchester M1 5NJ - Deansgate Ward

The application relates to a partial reconfiguration of a Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5 storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey, part 4 storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work.

The Planning Officer stated that there had been late representations which had been circulated to the Committee. A lengthy representation had been received on the morning of the committee which, it is understood, had been sent direct to all members of the Committee. The officer informed the Committee that the comments had not raised new issues and these had been fully set out and addressed in the printed report and the late representation. The officer responded to the comments about the Equalities Act and the Public Sector Equality Duty. These had been looked at and that officers are satisfied that the issues are adequately covered in the application and the report.

The officer also confirmed that the publishing of the report before the expiry of the (fourth) neighbour notification was in accordance with usual practice and there had been no failure to comply with due process or normal practice.

A local resident, acting as spokesperson for a resident's group, addressed the Committee in objection to the application on the grounds of the size of the development and associated carbon, waste and oxygen issues, loss of parking spaces during development, decrease in disabled parking spaces, increase to the traffic network in the immediate surrounding area and loss of amenity to neighbouring residences.

The applicant's agent addressed the Committee on the application.

Councillor Jeavons (Deansgate Ward) addressed the Committee to object to the application.

The Planning Officer referred the Committee to the report, stating that all issues raised had been addressed. The Chair invited the Committee to ask questions and comment on the application.

A member of the Committee raised a question about the development's link with Manchester University and the percentage of units being affordable

The Planning Officer stated that the policy required the support of one University only, adding that Manchester Metropolitan University had provided this support and that there is no policy on providing affordable student accommodation.

A member of the Committee supported the principle of housing students and releasing HMOs back into the rental market for families but felt that the proposal was too tall at 55 storeys, feeling that 30 storeys would be more acceptable.

The Planning Officer stated that Executive had supported the provision of student accommodation in line with the Committee member's previous comments and added that the impact of buildings, once over a certain height, diminishes.

A member of the Committee raised the issue of parking for residents during and after the construction.

The Planning Officer stated that the parking spaces would be available throughout construction, other than when specific aspects of the building work were taking place.

A member of the Committee raised the issue of early publication of reports and concerns around taxis and food deliveries creating noise and disturbance in the vicinity.

The Planning Officer stated that, in this most recent round of consultation, local residents had been given 30 days to respond with comments. Some comments had been received following that round of notification. The latest comment was received on the morning of the meeting (day 37) and had been circulated to the Committee

Members. Addressing the other concerns, The Planning Officer stated that there is a robust management plan for the building with regard to taxis and deliveries.

Councillor Lyons moved that the Committee refuse the application on the grounds of excessive height, loss of amenity to local residents, lack of support from Universities and the impact of adding 853 students to a local community. Councillor Hutchinson seconded the proposal.

The Committee voted against Councillor Lyons' proposal.

Councillor Andrews moved the officer's recommendation of Minded to Approve for the application, subject to a legal agreement. Councillor Hutchinson seconded the proposal.

Decision

The Committee is Minded to Approve the application as detailed in the report submitted, subject to the signing of a legal agreement in relation to infrastructure improvements.

(The Committee adjourned at this point for 10 minutes).

PH/21/42 130475/LO/2021 - 42, 44 and 46 Thomas Street (Including 41, 43 and 45 Back Turner Street) Thomas Street, Manchester M4 1ER - Piccadilly Ward

The planning application proposes the demolition of the Grade II Listed former Weavers Cottages 42-46 Thomas Street that were listed in 2018 following the grant of planning permission for their demolition in 2017. Approval of this proposal would enable the delivery of the wider site proposal including the retention and refurbishment of 7 Kelvin Street.

The Planning Officer informed the Committee a representation had been received from a local business stating that the proposal would be a benefit to the Northern Quarter.

A member of the Committee requested a deferral of this item until the Committee's previous decision to refuse an earlier application had been assessed by the Secretary of State.

The Director of Planning stated that this was a new application, albeit for the same proposal, and should be considered by the Committee and allow for officers to respond to any matters the committee may wish to raise before reaching a decision.

The applicant's agent addressed the Committee on the application.

Councillor Wheeler (Piccadilly Ward) addressed the Committee in objection to the application and requested that the application be refused due to the loss of a historic working-class site.

Councillor Lyons (having declared an interest and speaking as Councillor for Piccadilly Ward) addressed the Committee in objection to the application and requested that the application be refused in line with Historic England's opposition to the demolition of the site.

(Councillor Lyons left the meeting for the remainder of this item and the following item).

The Planning Officer stated that there had been one earlier refusal of permission, not two as had been suggested by previous speakers. This was the second application for Listed Building Consent for these proposals. The Planning Officer advised that the current derelict site has a negative impact on the surrounding area. If the Committee made a decision to approve this application, it would need to be referred to the Secretary of State for Communities and Local Government who could decide to either call in the application for determination or refer it back to the City Council to issue a decision. This is different to an Appeal which are mutually exclusive processes.

The Chair invited the Committee to ask questions and comment on the application.

Councillor Hutchinson moved to defer the application for a site visit. Councillor Davies seconded the proposal.

Councillor Stogia said that the site, which was known by many, is in a poor state and that a decision should not be delayed. Adding that that the redevelopment would support businesses which was much needed as a result of COVID-19 and proposed the application should be Approved, in line with the Officer recommendation. The Chair stated that the proposed deferral for a site visit would require a vote by the Committee.

The Committee voted against the deferral for a site visit.

Councillor Stogia moved the recommendation of Minded to Approve for the application. Councillor Shaukat Ali seconded the proposal.

Decision

The Committee is Minded to Approve the application, subject to referral to the Secretary of State for Communities and Local Government, in accordance with the Arrangements for handling heritage applications – notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015.

PH/21/43 129010/FO/2020 - Public Car Park Accessed Via Stockport Road and Albert Road, Manchester M19 3AB - Levenshulme Ward

The application relates to the temporary use of the southern half of public car park for a 4 year period in connection with the operation of a weekly market on Saturdays (10.00 am-4.00 pm) between March and December (inclusive) and no more than 10 annual Friday night-markets (5.00 pm-9.00pm) during the same period, retention of existing storage container unit and internal generator, reconfiguration of waste /

recycling storage area and installation of electric power supply cabinet (following the phased decommissioning of an existing generator)

The Planning Officer stated that the frequency of the markets operations had been proposed to be increased in frequency but the application had been revised in order to seek approval for the same times and dates that the market had operated for the last four years.

There was no objector present at the meeting.

The applicant addressed the Committee on the application.

Councillor Andrews moved the recommendation for the Committee to Approve the application. Councillor Kamal seconded the proposal.

Decision

The Committee agreed the application as detailed in the report submitted and subject to the conditions included.

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Application Number	Date of Appln	Committee Date	Ward
129327/FO/2021	16th Feb 2021	29th Jul 2021	Ancoats & Beswick
129324/LO/2021			Ward

Proposal Creation of a bistro (Use Class E) and associated elevational alterations including the installation of a retractable awning

Location 59 - 61 George Leigh Street, Manchester, M4 5DR

Applicant James Spalding, New Islington Marina, Old Mill Street, Manchester, M4 6EA

Agent Stephen Fish, Fish Associates Ltd, 216 St. Georges Road, Bolton, BL1 2PH

Executive Summary

The proposal is for a change of use of a vacant unit to a bistro and associated internal and external alterations, including the installation of a retractable awning as well as the provision of an outside seating area.

Key issues:

Principle: The unit is located in the city centre within the established neighbourhood of Ancoats. The commercial uses are acceptable in this location subject to there being no unacceptable impacts on residential amenity.

Residential amenity: The effects on the residents within Victoria Square and surrounding residential developments have been considered within the context of the local area. It is acknowledged that there would be some impact on nearby residents, but it would not be so harmful so as to warrant refusal of the application

Impact on the Listed Building and setting of Conservation Area: Any harm to heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

A full report is attached below for Members consideration.

Description

The application site relates to a vacant corner unit at the junction of George Leigh Street and Sherratt Street. The shop front is currently boarded up to prevent vandalism and unauthorised access. The property comprises ground and basement accommodation. Original timber shop front and doors are in situ along with other decorative internal and external features such as wood block flooring, cast iron columns, raised bench display window and terracotta.

Site Photograph



The unit is located within Victoria Square, which is Grade II Listed Building and located within the Ancoats Conservation Area. Victoria Square was the first single-class housing area in the country was built in 1889 to provide homes for mill workers in Ancoats. Victoria Square is the first example of municipal housing in Manchester and it continues to be used for social housing and contains a total of 165 retirement properties and is managed by Northwards Housing.

Site Location Plan



There are a number of commercial premises along the Oldham Road frontage of Victoria Square which contain uses such as Shops, Cafes, Hairdressers and Solicitors. The building originally contained 16 shops at ground floor, each with a cellar. The application site was one of these units and was once occupied by a Cobblers however it is understood to have been vacant for over 15 years and used for storage associated with the wider residential use of the building.

The surrounding area is a mixture of residential and commercial developments. At the opposite end of Victoria Square along George Leigh Street, at the junction with Bengal Street, is a further vacant unit. The former Shamrock Public House is also situated on this junction.

To the south of the site is cutting room square, bounded by the converted Hallé St Peter's building, the Fairbairn Building, the Hood Street development site and the Ice Plant. These are a mixture of new and converted residential blocks fronting the square together with ground floor commercial units.

The submitted application seeks planning permission for the creation of a bistro (Use Class E) and associated elevational alterations including the installation of a retractable awning. A Listed Building consent application has also been submitted

alongside this for internal fit out works as well as elevational alterations including the installation of a retractable awning.

The proposal internally would consist of a bar, seating area, wine display and shop on the ground floor and a kitchen and two toilets sited within the basement area

Consultations

Local residents and businesses were notified, and a site notice was displayed for 21 days to advertise that the proposal would affect the setting of the conservation area and listed buildings as well as listed building consent.

Two rounds of neighbour notification was carried out resulting in 7 objections. The comments can be summarised as follows:

First Notification

4 objections have been received. The comments can be summarised as follows:

-The residents of Victoria square have had to endure noise, dust and pollution whilst the nearby houses and apartments were being built.

- Residents have experienced problems since the bars opened on Blossom Street including anti-social behaviour, public urination and singing and shouting sat on the benches nearby to Victoria Square. This can happen up until 5am.

-The last nine years has caused a lot of physical and mental distress to Victoria Square tenants who have felt marginalised and ignored.

-Many of the tenants in Victoria Square are ill and elderly and it is not appropriate to open a wine bar and restaurant in a building for elderly people.

-The proposed outside seating area would be directly under people's living rooms or bedrooms.

-Concerns raised with regards to noise from patrons of the proposed use particularly as many residents have their windows open for a lot of the year as the flats are warm.

-There are a number of existing pubs and wine bars around the Blossom Street area, the objector would like to see the unit occupied by something that would benefit the occupants of Victoria Square, as well as the new houses and flats and which would close at a reasonable time.

-Comments made that Victoria Square tenants have endured noise and disturbance as well as issues with crime when the nearby Shamrock pub was in operation and complaints from residents were ignored.

-Concerns raised that licencing conditions would not be adhered to.

-The use would attract undesirable people to the area.

- A bistro use with the associated outside noise is not conducive to the mental and physical health of elderly people who reside within Victoria Square.
- The outside noise level made by patrons cannot be controlled and smoking from patrons will penetrate the flats above which is not good for people with lung issues.
- The noise assessment was carried out on the basis that tenants windows are closed, this is often not the case during the summer is and the proposal are to have 32 people seated at tables and chairs underneath tenants' living rooms and windows.
- The applicant is assuming that residents do not go to bed until after 11 pm and this is not the case as many elderly people retire to bed from 8 pm onwards.
- There are safety issues for tenants as the gate to enter the building is next to the customer seating which will make tenants feel intimidated, and could leave tenants vulnerable to being followed into the building.
- Visitors using the intercom system could overheard by customers who could use this information to access the building in the future.

Second Notification

1 letter of support has been received. The comments can be summarised as follows:

Resident states that they are delighted that the use is to commence within this unit and that people have to realise that Ancoats is an up and coming place to live and the resident is proud to be a part of this.

They also state that they speak on behalf of a lot of residents that they would like for the vacant unit to become occupied so it can be enjoyed by local people.

3 objections have been received reiterating the comments already received during the first notification as well as raising security concerns

Environmental Health Recommendation of the addition of conditions relating to opening hours, deliveries, noise, waste management and fume extraction.

Highways advise that whilst no car parking is proposed as part of the development, it is a central location with access to sustainable transport connections. A secure cycle storage should be provided for the use of customers and staff. The provision of the outside seating area and position of the awning would not compromise highway and pedestrian safety.

Design for Security at GMP Recommendation of physical security measures in relation to external doors, windows, internal security, CCTV, lighting, alarms and external seating.

Policy

The Development Plan

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

Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Those which are of particular relevance to the proposal are as follows:

Policy SP 1 (Spatial Principles) - The development would be highly sustainable and would deliver economic and commercial development within the Regional Centre. It would be accessible by all forms of sustainable travel. It would enhance the built environment and create a well designed place that would enhance and create character, re-use previously developed building and reduce the need to travel.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposals would ensure that the existing rich pattern of development and legacy of the evolution of the City would be preserved and maintained for future use. The introduction of an active street frontage would improve natural surveillance and safety as well as sensitively restoring the listed façade.

Policy EN3 (Heritage) - The proposal would improve the condition of the building and protect its heritage significance. The impact on the listed building and conservation would be considered in detail in this report.

Policy EN19 Waste - Conditions would ensure that the proposal is consistent with MCC waste strategy requirements.

Policy T1 (Sustainable Transport) – This highly sustainable location would increase the use of sustainable transport modes such as walking and cycling.

Policy T2 Accessible Areas of Opportunity and Need - The proposal would create employment opportunities that are accessible by a range of transport modes.

Policy DM 1 (Development Management) - Outlines a range of general issues that all development should have regard. The application is supported by information in relation to Fumes and Waste Management as well as an Acoustic Report. These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals would not have an adverse impact on the amenity of surrounding residents, provided appropriate mitigation measures are in place.

Policy CC5 (Transport) – A The site is accessible by public transport and sustainable modes of travel.

Policy CC8 (Change and Renewal) – The reuse and refurbishment of the vacant space would create employment which should be supported subject to the balance of any heritage issues associated.

Policy CC9 (Design and Heritage Design) – The internal and external works would be of an appropriate quality and would on balance serve enhance the heritage asset.

Policy CC10 (A Place for Everyone) - The building would include adaptations to meet disabled access needs where possible given heritage related constraints.

Policy C10 (Leisure and the evening economy) - The impact of the proposal would be acceptable subject to the imposition of conditions.

Saved Unitary Development Plan Policies

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

Policy DC10.1 (Food and Drink Use) - The proposal would provide a Bistro which is considered appropriate in this location. The effect on the amenity of neighbouring residents has been considered and appropriate conditions have been attached to control this. The availability of safe and convenient arrangements servicing have been considered and deemed acceptable by Highways Services and will be subject to appropriate conditions. A waste management strategy has been provided which is acceptable and ensures the storage of waste in a segregated internal store.

Policy DC 10.4 (Food and Drink Use) - Conditions would be imposed in order to protect the amenity of nearby residents including limitations on the hours of opening, the need to deal satisfactorily with noise, fumes, odours and the storage and collection of refuse.

DC18.1 (Conservation Areas) -The impact of the proposal on the Ancoats Conservation Area Building is considered within the issues section of the report.

DC19.1 (Listed Buildings) -The impact on the Listed Building is considered within the issues section of the report.

DC26.1 and DC26.4 (Development and Noise) - Acoustic assessments have been submitted and appropriate conditions would be imposed to reduce the impact of noise surrounding residents.

National Policy

The revised National Planning Policy Framework (Feb 2019) 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 7 & 8). Paragraphs 10, 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.

Paragraphs 11 and 12 state that: "For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 6, 8, 9, 12, 15 and 16 of the NPPF for the reasons briefly outlined below, and further explored in the Issues section of this report.

NPPF Section 6 - Building a strong and competitive economy – The development would bring a vacant unit and create employment during construction and assist economic growth. It would complement the wider area, enhance the built and natural environment and help to create a neighbourhood where people would choose to be. Section 8 Promoting healthy and safe communities – The potential reuse of the vacant unit would help to re-integrate the site into the locality and increase levels of natural surveillance in the area.

NPPF Section 9 Promoting Sustainable Transport – This highly sustainable location would give people choice about how they travel and contribute to sustainability and health objectives. The site is close to train, tram and bus links and would help to connect residents to jobs, and local facilities.

NPPF Sections 12 (Achieving Well Designed Places) - The proposal would be appropriate to its context, the extension would be of an acceptable quality and would deliver regeneration. Further justification for the scale and massing and the positive aspects of the design are discussed below.

Section 16 (Conserving and Enhancing the Historic Environment) –The proposal would bring the vacant unit back into beneficial use and involve the repair and reinstatement of the original features The heritage impacts are discussed in more detail below.

In terms of the NPPF the following should also be noted: Paragraph 193 states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its

setting), should require clear and convincing justification. Substantial harm to or loss of:

a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Section 196 states that where a 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, where appropriate, securing its optimum viable use.

Section 197 states that the effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance.

Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

The proposal would involve the reuse of a vacant unit which includes repairs that would ensure the future use, and therefore preservation, of the building is secured for this and future generations.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

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

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and

- whether or not a good standard of amenity can be achieved.

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not

always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other material policy considerations

Ancoats and New Islington Neighbourhood Development Framework (December 2016)

The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed master plan for the area and to take into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.

The NDF states that the mix of uses within the area should create a destination of choice and should benefit the needs of the local community, with a pre-disposition against late night drink and entertainment licences. No licences will be granted after 11pm.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Ancoats Conservation Area declaration

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

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

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

Issues

Principle of Development

The application site is located in the Ancoats neighbourhood of the city centre. Restaurants and café are considered to be acceptable in principle in these locations as part of supporting the vitality and vibrancy of these neighbourhoods helping to create a sense of place and in the interest of economic growth. The integration of such uses has been a key part of the growth of Ancoats attractiveness as a place to both live, visit and work.

The proposal is considered to be consistent with the aspirations of policies SP1 and C10 of the Core Strategy as the use would repurpose a long standing vacant use in the heart of Ancoats to support the daytime and evening economy as well as supporting the aspirations of the Ancoats and New Islington NDF which seeks to create a mixed use neighbourhood by encouraging uses that would add to the vitality of the neighbourhood.

The proposal is considered to be acceptable in principle. Consideration should be given to any associated impacts on the listed building and conservation area together with residential and visual amenity. In particular, consideration would be given to the noise, hours of use, fume extraction, servicing and refuse and waste management arrangements

Residential Amenity

The unit is located within Victoria Square which is a largely residential building with some commercial ground floor uses, there are also residential properties to the West and South of the Site on George Leigh Street. There are residential apartments directly above the application property. This is a similar arrangements that other commercial units within Victoria Square have with the upper floor residential accommodation.

Although it is recognised the relationship would therefore not be unique, the premises would generate a degree of noise and disturbance from comings and goings not least as the unit has been vacant for a number of years. To the degree to which this would be noticeable would depend on the time of the day, the size of the unit would, however, restrict the number patrons to 23 internally. The outside seating area could accommodate a further 24 patrons.

The applicant has indicated that the premises would operate in line with the established commercial operating hours which exist across all commercial premises in Ancoats.

- Monday to Thursday - 10am to 11.30pm,
- Fridays and Saturdays - 10m to midnight
- Sundays and Bank Holidays 10am to 11.30pm

An acoustic report has also been submitted and considered by Environmental Health. Further technical information has been prepared during the course of the application with regards to possible methods of attenuating the premises including kitchen and toilet extraction systems to minimise noise transfer to the upper floor residential accommodation.

These measures and opening hours are considered to be acceptable and if approved would need to be implemented and prior to the first use of the premises validated through post completion testing to ensure that no further mitigation is required. In addition, a condition is also recommended to require all windows to be shut in line with the acoustic report requirements.

Whilst it is noted that comments and concerns have been raised by residents regarding noise and disturbance from the use, particularly late at night, it is considered that given the location, the level of noise is commensurate with its location. Mitigation measures are possible and can be in place to minimise the effects of the use on residents. As such, there are not likely to be any unduly harmful impacts which would warrant refusal of this planning application.

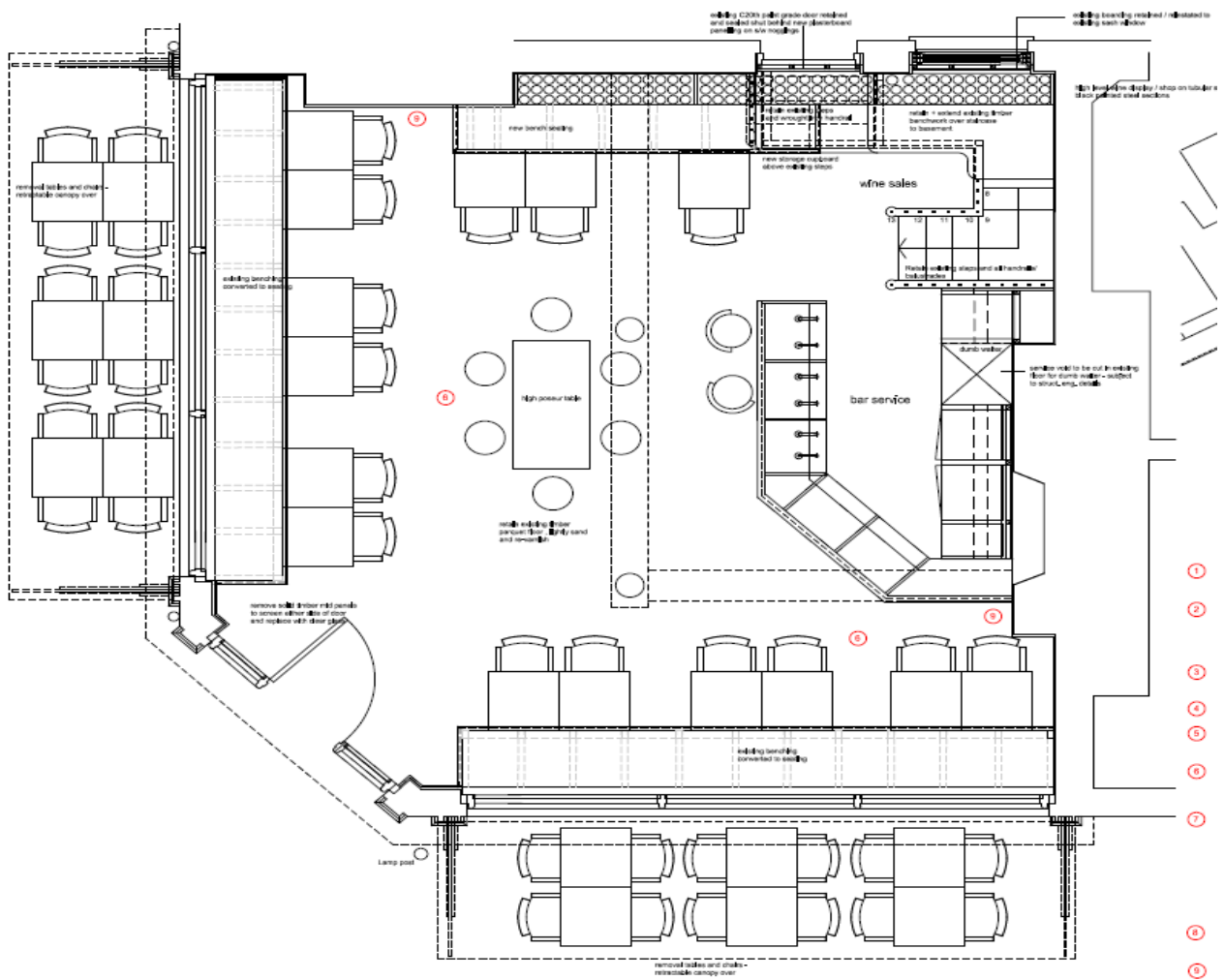
Prior to its long-term vacancy, the premises was a cobblers but has subsequently been used as ancillary storage associated with the wider residential use of the building. Whilst planning permission is now sought to re-establish a commercial use from the premises, the original use of the premises would have fallen within Class E as defined by The Town and Country Planning (Use Classes) Order 1987 as amended.

The proposed would accord with Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policies DC10 and DC26.

Outside seating

As noted, the proposal includes an outside seating area on the pavement outside the unit which has a total of 6 covers (for 24 patrons). The provision of the outside seating area is considered to be acceptable in principle as it would add to the overall vibrancy of the use and increase the amount of covers the use can accommodate.

Proposed Floor Plan



However the use of this seating area is likely to have a greater impact on residents, as such it is recommended that the outdoor seating area is closed at 9pm daily. This is in line with the commercial uses at nearby Cutting Room Square and is considered to mitigate sufficiently against noise from the external seating area.

Further, condition is recommended to ensure all external seating shall be removed and stored internal to the premises when the outside seating area is not in use and in accordance with the permitted opening hours. A condition is also recommended to ensure there will be no playing of live or amplified music in the outside seating area in order to minimise the noise and disturbance to surrounding residents.

Impact on the local highway network

There are no highways implications as a result of the development. The city centre location means that application site is within walking distance of sustainable transport connections. A condition is included which seeks to secure cycle arrangements for staff and customer.

The outside seating area and awning would be located on and over sail the adopted highway. The applicant has provided confirmation that a sufficient footway width

could be retained to ensure the seating area and awning would not impact on the movement of pedestrians.

Designing out crime

The proposed use would bring additional vitality to the area. The development would overlook George Leigh street and Sherratt Street and would enliven the street scene and help to provide natural surveillance.

In order to ensure that there would be no unduly harmful impacts on residential amenity of residents of Victoria Square, the opening hours would be restricted, and an operational management plan agreed. The requirements of the condition would include management of patrons and control of internal and external areas.

Waste Management

A waste management strategy indicates that waste will be stored within the existing waste store within Victoria Square which is available to both residents and commercial tenants. The waste storage includes a 1500 Litre bin per 20 guests, totalling 3 bins, each bin would have a specific storage purpose; glass, food waste & paper / plastics. This will remove the likelihood of cross contamination and ensure recycling.

All refuse will be sorted into separate internal bins within the commercial unit prior to being deposited in the bin stores.

Vehicular access to the bin store would be via Sherratt Street through an electric gate which the applicant has the agreement of Northwards Housing, who manage Victoria Square, to use.

Waste collections would occur twice daily, between the hours of 10am and 6pm which would reduce impact on residents of Victoria Square.

The waste storage and collection strategy is acceptable to both Environmental Health and Highways in order to satisfy policies DM1 and EN19 of the Core Strategy.

Inclusive access

The main entrance would include level access to the ground floor. Patron toilets would be located within the basement area of the unit. Due to the size and listed nature of the building, the toilet provision cannot be achieved in another format without unduly affecting highly significant elements of the building including the original staircase which is of heritage value and would be retained. This would therefore preclude lift provision into the basement area. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Heritage Impact

Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or

buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance.

A Heritage Impact Assessment has been submitted in support of this planning application which states that Victoria Square, as Grade II listed building, has high evidential, historic and aesthetic value. The report also acknowledges the sites position in the Ancoats Conservation Area.

The report highlights that unit contains a number of decorative features to the exterior including a splayed symmetrical shop frontage attractively decorated with terracotta tiles and classical Doric pilasters. The report concludes that the proposal would result in no instances of harm to the listed building with the proposal resulting in a beneficial impact on the character of the listed building.

The proposal seeks to bring the commercial unit back into use which would re-instate an active frontage to this part of Victoria Square. The use would be accommodated with the existing floorspace of the premises and retain the existing volumes together with retaining and repairing historic features. Additions that are required for the functional use have been minimised.

The proposals involve internal renovation to the ground floor and basement level of the unit which includes the retention of original features including the timber window frames, fireplace and wrought iron balustrade. The ground floor will remain largely unchanged, except for new furniture and some fittings, whereas the basement will be fitted out as a kitchen.

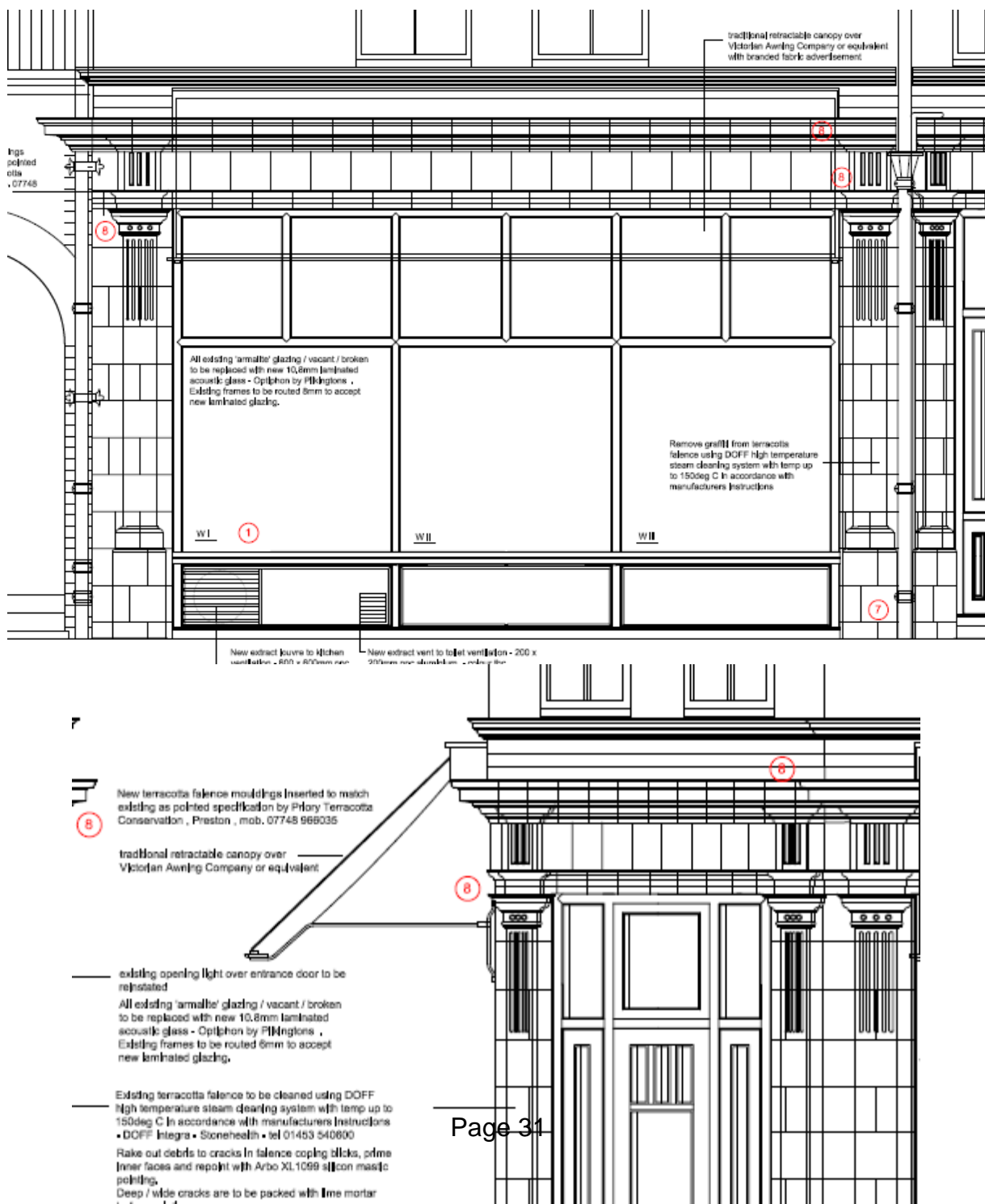
All works to the existing fabric include:

- Repair to the shop front's terracotta faience mouldings to match existing;
- Repair and reinstatement of existing entrance door with moulding to match existing;
- Raking out of debris and vegetation in faience coping bricks and repointed;
- Installation of new external extract louvre to kitchen ventilation within existing stall riser;
- Installation of new extract vent to toilet ventilation;
- Replacement of all existing non original/ broken or vacant glazing with acoustic glass;
- Removal of graffiti from terracotta using DOFF high temperature steam cleaning system;
- Installation of 2 layers of soundbloc plaster board and wool acoustic insulation to ceilings;
- Opening of existing original disused fireplace, reinstatement of bloc work and re-plastering;
- Lime plaster repairs to walls and painting with natural emulsion;
- Retention of original herringbone floor lightly sanded and sealed;

- Retention and exposure and painting of existing cast iron columns;
- Removing of non-original coverings to wrought iron balustrade and handrail and to receive a metal paint finish;
- Removal of all caulking and clean all surfaces of cast iron downpipes and painted to match existing downpipes;
- Addition of awning to the shop windows to provide a covered seating area at the front of the unit;

The above works would involves the repair and reinstatement the external elevations, which are in poor condition, and their repair would contribute to the wider architectural interest of the whole building and therefore considered to be a heritage benefit.

Proposed Elevations



The following interventions would, however, judged to have a minor adverse impact on the significance of the listed building

- The installation of new external extract louvre to kitchen ventilation within existing stall riser
- The installation of an awning to the existing shopfront

The works would require intervention into the listed façade and removal of listed fabric. The works have been designed to minimise the impact on the listed façade and conditions would be used to agree a method statement for the works and agree the appropriateness of any new materials.

The proposed awnings would not conceal the most impressive of the terracotta mouldings such as the Doric column detailing flanking the corner unit's entrance. From an analysis of archival photographs, there is a historical precedent for the use of awnings on Victoria Square's shop fronts albeit not on this particular unit.

All remaining impacts would be negligible or beneficial and would include beneficial impacts such as the repairs to the terracotta and reinstatement of the shopfront as well as the exposure of original historic features internally.

The proposal would therefore create instances of low levels of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

In this instance, the low levels of harm are more than outweighed by the extensive beneficial impacts which would restore areas of high significance. The alterations are sensitive to the architectural, historic and aesthetic values of the building, which would be conserved by its re-use.

Public benefits could be anything that delivers economic, social or environmental progress as described in the NPPF (para 7). Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- reducing or removing risks to a heritage asset;
- securing the optimum viable use of a heritage asset in support of its long term
- Conservation;

In this instance, the new use would secure the long-term future of this vacant unit and would allow for the sensitive repair and restoration of the listed building. Conditions are recommended to require details of the final treatment to the proposed louvres to be submitted prior to installation to ensure these are sympathetic to the character of the building along with repairs to the windows, terracotta and installation of the awning.

The proposal is not considered to impact on the setting of the Conservation Area. The proposal would preserve and restore the appearance of the shop front within the listed building. Whilst there would be minor interventions into the listed façade, the significance of the building would remain legible as would its appearance in the conservation area. The conservation would benefit from the active frontage at the important junction in the Ancoats neighbourhood.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, 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 paragraph 196 of the NPPF.

Conclusion

It is considered that on balance the proposed change of use would not give rise to unacceptable impacts to warrant refusal of the application. The use would introduce additional activity to the street scene and would bring a currently long term vacant unit back in to use, securing a viable use of the heritage asset in support of its long-term conservation and leading to employment opportunities.

Although it is recognised there is residential accommodation adjoining the unit, it is not considered that the proposed use would give rise to unacceptable impacts in terms of residential amenity either by way of noise, odours or an increase in comings and goings within the area. The scheme is considered to be in accordance with the guidance contained within saved policies DC10, DC26 and Core Strategy policies DM1, C10 and SP1 and EN3.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 of the application is proportionate to the wider benefits of 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/agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the decision 129327/FO/2021

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:

-Location Plan received by the City Council as Local Planning Authority on 05 February 2021

-Existing Ground Floor Plan drawing ref. 900.PL.01 received by the City Council as Local Planning Authority on 30 March 2021.

-Existing Elevations drawing ref. 933.PL.02 received by the City Council as Local Planning Authority on 30 March 2021.

-Proposed Ground Floor Plan drawing ref. 993-PL.03 B received by the City Council as Local Planning Authority on 30 March 2021.

-Proposed Elevations drawing ref. 933.PL.04 A received by the City Council as Local Planning Authority on 01 July 2021.

-Proposed Basement Floor Plan and Section drawing ref. 933.PL.05 A received by the City Council as Local Planning Authority on 01 July 2021.

-Design and Access statement received by the City Council as Local Planning Authority on 30 March 2021.

-Heritage statement received by the City Council as Local Planning Authority on 30 March 2021.

-Heritage Survey received by the City Council as Local Planning Authority on 30 March 2021.

-Gob Manchester Limited Waste Management Policy received by the City Council as Local Planning Authority on 01 July 2021.

-Noise Impact Assessment prepared by PDA acoustics Ltd ref. J003081/4604/3/TD received by the City Council as Local Planning Authority on 01 July 2021.

-Email from Gordon Moore, dated 20 May 2021

-Specification sheet for Carbon Filters received by the City Council as Local Planning Authority on 01 July 2021.

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

3) The premises shall not be open outside the following hours:-

-Monday to Thursday - 10am to 11.30pm,

-Fridays and Saturdays - 10m to midnight

-Sundays and Bank Holidays 10am to 11.30pm

External Seating Area

10am to 9pm Monday to Sunday

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.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the only uses permitted within Class E are for "Bistro" purposes only and for no other purpose, including any other purpose falling within Class E as set out within the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason -In the interests of amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 08:00 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

6) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby property pursuant to Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policy DC10.

7) The development shall be carried out in accordance with the submitted scheme for the storage and disposal of refuse as detailed in the approved document 'Gob Manchester Limited Waste Management Policy' received by the City Council as Local Planning Authority on 01 July 2021, and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be

implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity pursuant to policy DM1 of the Core Strategy.

8) The tables and chairs associated with the outside seating area as show on the Proposed Ground Floor Plan drawing ref. 993-PL.03 B shall be removed and stored internal to the premises when the outside seating area is not in use in accordance with the permitted opening hours within condition .

Reason - In the interest of the safety and security pursuit to policy SP1 and DM1 of the Manchester Core Strategy (2012).

9) There will be no playing of live or amplified music in the outside seating area.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1, C10 and DM1 of the Core Strategy and saved Unitary Development Plan policies DC10 and DC26.

10) Prior to first use, the following operational management details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

Management of patrons and control of internal and external areas. For the avoidance of doubt this shall include:

- An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, and management of smokers)
- Details of a Dispersal Procedure

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the City of Manchester Core Strategy and to saved policies DC10 and DC26 of the Unitary Development Plan for the City of Manchester

11) (a) The development hereby approved shall be carried out in accordance with the submitted Noise Impact Assessment prepared by PDA acoustics Ltd ref. J003081/4604/3/TD received by the City Council as Local Planning Authority on 01 July 2021. All recommended mitigation methods shall be installed as necessary.

(b) Prior to first use, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report (part a of this condition). The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the

agreed noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around, pursuant to policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

12) Prior to the first use of the premises, details of secure cycle storage arrangements shall be submitted for approval to the City Council as Local Planning Authority. The approved scheme shall be implemented and thereafter remain in-situ once the development hereby approved becomes operational.

Reason - To ensure there is adequate off street car parking provision and bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

Conditions attached to the decision 129324/LO/2021

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

-Location Plan received by the City Council as Local Planning Authority on 05 February 2021

-Existing Ground Floor Plan drawing ref. 900.PL.01 received by the City Council as Local Planning Authority on 30 March 2021.

-Existing Elevations drawing ref. 933.PL.02 received by the City Council as Local Planning Authority on 30 March 2021.

-Proposed Ground Floor Plan drawing ref. 993-PL.03 B received by the City Council as Local Planning Authority on 30 March 2021.

-Proposed Elevations drawing ref. 933.PL.04 A received by the City Council as Local Planning Authority on 01 July 2021.

-Proposed Basement Floor Plan and Section drawing ref. 933.PL.05 A received by the City Council as Local Planning Authority on 01 July 2021.

-Design and Access statement received by the City Council as Local Planning Authority on 30 March 2021.

-Heritage statement received by the City Council as Local Planning Authority on 30 March 2021.

-Heritage Survey received by the City Council as Local Planning Authority on 30 March 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, DM1 and EN3 of the Core Strategy.

3) Notwithstanding the details approve within condition 2 before any works in relation to each of the following items commence the following shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- (a) Final details of the appearance and installation of the louvres within the existing stall riser (including material samples);
- (b) Final details of the appearance and installation including method statement of the awning;
- (c) Final details including samples and specification of the materials used for repairs to the terracotta and windows;
- (d) Final details including method statement of the reinstatement of the fireplace;
- (e) Details including method statement of cleaning of external elevation;
- (f) Locations and details (including any fixtures and fittings) of any external lighting and CCTV cameras (and associated cabling and equipment)
- (g) Details of the paint specification for the finish to the internal staircase balustrade and external down pipes;
- (h) Details including method statements of any repair work to internal fabric including plaster work and flooring.

The specific areas of work, as individually identified above, shall only thereafter be implemented in full accordance with the subsequently approved details, as relevant.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Informatives

1) The awning will over-sail the adopted highway and will therefore require a fee-based highway license pursuant to s177 of the Highways Act 1980. Subject to planning approval an over-sail license application can be made through Environment on Call on 0161 234 5004.

2) The following security measures are recommended:

Bistro

- If any new external fittings are to be installed (i.e. shutters, windows or doors) then they should be certified to Secured by Design standards.

-If cash is to be kept within the property overnight then a time delay safe certified to LPS 1183 should be installed and kept within a secure room that is only accessible by the members of staff.

-Any staff areas that are to be included within the property should be access controlled and restricted to members of staff only.

-An intruder alarm should be installed with contacts on all external doors and with movement detectors. The alarm should be monitored by an appropriate body.

Outdoor Seating

Plain canvas screens:

The use of temporary plain canvas screens from street level to waist height (approximately 1m), held between posts is recommended - higher glass or acrylic vision screens may be more suitable in street with a high volume of pedestrians. Fixings for barriers should not protrude above ground level when the barriers (or planters) have been removed.

Defining boundaries:

Sturdy temporary barriers/screens/planters should extend from the building to define the entire licensed area to be used and to enclose the tables and chairs. There should be only one entrance / exit point for customers.

Clear Pavement width -Typically, there should be a minimum clear pavement width of 1 metre between the licensed area and the kerb. 'Clear width' is the width available to pedestrians either on a footway or a shared surface between the area being used for tables and chairs and any other obstructions e.g., trees or parking metres. We will require a wider area on streets with high pedestrian flows.

Tables and Chairs:

Tables and chairs should be heavy enough to resist movement by wind.

Tables must be of a design that are suitable for attaching 'property clips' to secure handbags/laptop bags and, if necessary, can be stacked for storage without damaging the clips. Customers should be shown how to use the clips. As an alternative use tables with shelves or net bags under the table top.

Use chairs with rounded rather than square backs to deter customers from hanging bags on them.

Layout:

Arrange the layout of furniture to reduce opportunities for crime and ensure staff are trained to be alert to all non-customers approaching tables at all times. The presence of staff in the tables and chairs area will act as a deterrent as well as ensuring tables and chairs are cleared promptly preventing littering of the street.

Lighting:

Where natural or street lighting is insufficient, the management of the premises should provide lighting for the area occupied by tables and chairs.

Dusk-till dawn lighting should be installed at the front of the property.

CCTV

A CCTV system should be used on this site. The system will require certain specifications and intelligent placement of cameras to compliment the design of the development. Designers should consider the following points when planning a CCTV strategy:

-With regards to the retention of footage, the police prefer quality over quantity. The overall retention period should be dictated by what the system is designed to achieve, though it would be better to have good quality images over a 14-day period than poor ones over a 30-day period.

-Procedures for recovery of recordings are recommended to be established (e.g. trained staff / the CCTV system instruction manual to be readily available).

-Acceptable Standard - this generally requires a resolution of 720x576 pixels at a real time frame rate of 25 frames per second. (N.B. Both the camera and DVR must be capable of this - if the camera will only send low resolution images then it does not matter how high the resolution of the recording unit is).

-Identification - One of three levels of field of view. To identify an individual, the image must capture no less than 120% of the field of view (at least from the top of the individuals head to their knees). The remaining two levels of field of view are 'Overview' and 'Recognition', which whilst effective for observational purposes, are less likely to result in the identification of a person/offender.

-CCTV systems (and lighting that supports it) require regular cleaning and maintenance to remain effective.

Where necessary cameras, and lighting, that are vulnerable to damage should be protected from attack, either by relocation to a higher level and using a bigger lens to achieve the view required, or through the fitting of a vandal resistant housing. The intelligent placement of cameras helps to provide clear facial identification of individuals. Suitable locations for cameras would be: all building elevations, with particular focus on entrance doors; perimeter gates; and the reception/entrance lobby & all roof access areas.

Management & Maintenance

The success of the development will be dependent upon the effective management and maintenance of the site. A security management plan should include measures to deal with the following:

Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).

The tables, chairs and any other moveable items should be removed and stored within a secure storage area when the premises are closed.

Arrangements should be put in place for clearing and cleaning the area at the end of business.

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: 129327/FO/2021 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.

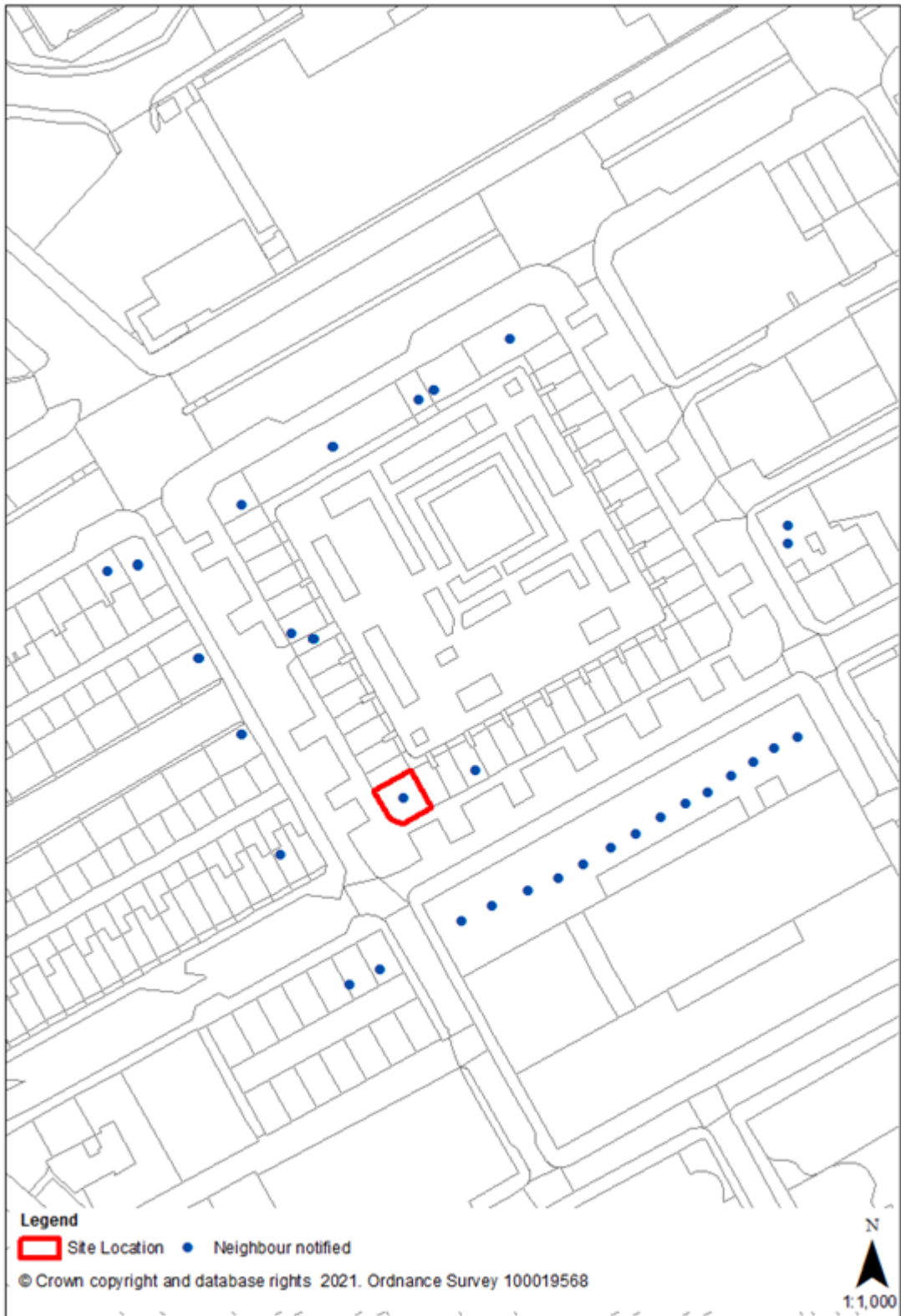
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Environmental Health
Highway Services
Greater Manchester Police
Highway Services
Environmental Health
Greater Manchester Police**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Eve Woolstencroft
Telephone number :	0161 234 4533
Email :	eve.woolstencroft@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
130627/FO/2021	3rd Jun 2021		Ancoats & Beswick Ward

Proposal Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures

Location Land At Poland Street, Manchester, M4 6BR

Applicant Manchester Life Strategic Development Company Limited, C/o Agent

Agent Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for a Mobility Hub containing a delivery and cycle hub (with 150 spaces) and 408 car parking spaces with associated ground floor commercial unit (Class E) and new public realm.

13 letters of support, 2 neutral comments and 25 objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed for industrial uses which would be relocated as part of the proposal prior to being demolished. The site forms part of the next phase of regeneration activity known as the Poland Street Zone in Ancoats.

The Mobility Hub would provide a key piece of infrastructure to support the new homes and population growth in this new neighbourhood. Located close to existing public transport, walking and cycle routes, the proposal would offer alternatives to owning a car with car club and car share facilities on offer together with access to 150 cycle spaces and e-bikes. The car parking provision would avoid the need for individual developments in the area have to accommodate car parking. In order to support shift away from petrol diesel cars, 25% electric car charging would be available on first use with the intention to increase this to 100%. A new delivery hub would consolidate delivery arrangement in the area. The effect of this would to minimise car journeys through the Ancoats neighbourhood and make the surrounding streets pedestrian and cyclist friendly with active frontages.

Economic This proposal represents a £17 million investment in the Poland Street Zone. 150 jobs would be created during the construction process together with 277

indirect jobs. The provision of Hub at the site would support the growing population by offering alternative car and public transport arrangements.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs and 12 jobs would be created when the Hub comes into first use. There would be a community offer in the new commercial unit as well as enhanced linkages to Ancoats Green. The development would be fully accessible with level access, lifts and 24 disabled spaces located adjacent to the lift areas. Crime and anti social behaviour would be minimised through robust measures and an effective lighting scheme. Natural surveillance would increase in this area by this development.

Environmental This would be a low carbon development in a highly sustainable location. The development would operate off an all electric system meeting a significant amount of its energy needs through renewable technologies. 25% car charging, 150 cycle spaces, 20 car club and 10 car share spaces would be available upon first use. There are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

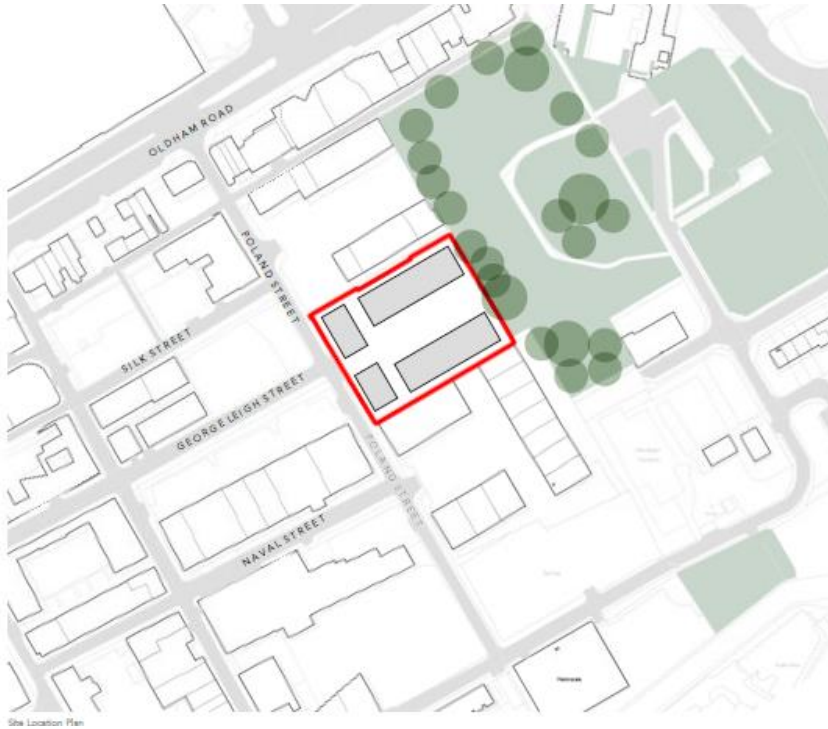
Impact on the historic environment The development would form a new and significant building in the Ancoats Conservation Area. This would create a low level of less than substantial harm to the conservation area which is outweighed by the strong and compelling regeneration benefits of this scheme. This is considered in detail in the report.

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

Description

The site is 0.33 hectares and bounded by Poland Street, the City Court Trading Estate, Crown Industrial Estate and Ancoats Green. The site is in Ancoats close to New Islington and Miles Platting. These are areas which have seen significant investment in new housing and place making.

***Application site***

Low rise industrial units, which form the Poland Street Industrial Estate, occupy the site. A variety of tenants occupy the units which are accessed off Poland Street. There is hardstanding which forms car parking at the centre of the site with a small number of trees. Boundary treatment secures the site from Ancoats Green.



Image of the application site and current relationship with Ancoats Green

The Ancoats area is characterised by medium to high density residential developments, with ground floor commercial uses, either within new buildings or conversions, concentrated around Cutting Room Square.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses as well as Ancoats Green.

Cotton Field Park, New Islington Marina, New Islington Free School (along Redhill Street) and the Medical Centre (along Old Mill Street) provide essential amenities for residents in Ancoats and New Islington.

The site is in the Ancoats conservation area and there are the following listed buildings or structures are within a 250 metres of the site, Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Little Mill (Grade II), Union Street Bridge (Grade II) and Victoria Square (Grade II). The site is also known to have below ground archaeological remains.

The site also falls within Flood Zone 1 and is in a critical drainage area. The site is not within an Air Quality Management Area (AQMA), but it is approximately 40 metres to the north of the AQMA along Oldham Road. Traffic associated with the

development is likely to use roads within the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools.

The applicant is working with Great Places and the City Council, to deliver the regeneration objectives of Neighbourhood Development Framework (NDF).

Sites will be brought forward for new homes, including affordable housing, with other public benefits. This application forms part of this strategy in order to bring forward a coordinated approach to car parking, cycle infrastructure, deliveries and place making in the area to support the residential development in the Poland Street Zone.

This planning application is being brought forward alongside a number of other proposals by the strategic partnership in order to realise the benefits described above. These planning applications are:

- Eliza Yard (130354/FO/2021) for the erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary
- Downley Drive (130390/FO/2021) for the erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

The above planning applications and Listed Building Consent are being considered together in order to realise the public benefits of these schemes being brought forward at the same time.

Overall, during the construction phase there will be approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. There are also a number of indirect benefits in the local supply chain as a result of the construction phase which will result in an addition of approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals will provide circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits together with contributing towards the continued regeneration of this part of east Manchester.

The Proposal

The existing industrial buildings would be demolished and the impact of this on the conservation area is considered in this report. An 8 storey Mobility Hub would be

erected at the site with 150 cycle spaces, 408 parking spaces and a smart logistics and shared services hub. A commercial unit (Class E) would be located on the ground floor. Landscaping and public realm would improve links to Ancoats Green.

The Mobility Hub would encourage a modal shift from the private car by sustainable travel choices including cycling, walking, public transport and car clubs. The parking spaces would encourage electric vehicles and support the next phase of residential and commercial developments in Ancoats. The Hub would allow future residential schemes to be car free with the exception of disabled spaces.

In the short term, the Hub would be used by visitors and commuters. As developments in the area complete, residents would be prioritised with around 7% of the parking being available for commuters/visitors in the long term.

The Hub operators intend to develop a car parking season ticket which prioritises existing Ancoats residents without parking provision, followed by workers commuting into Ancoats and Ancoats and New Islington businesses who increasingly require safe and secure parking. The strategy also indicates that the season ticket could be made available for residents within New Cross. This arrangement would, be short term with its primary function to provide car parking and infrastructure for future developments around Poland Street.

There would be 408 car parking spaces with 108 (25%) fitted with a fast charging electric vehicle (EV) charging point (95 spaces would be 7kw and 7 spaces would be 50 kw). As demand for electric car provision increases, enhanced provision would be provided with the overall aim being that all spaces are fitted with an EV point. 6% (24 spaces) would be identified for disabled people and would remain in perpetuity. 20 spaces would be for car club purposes and 10 for car sharing to allow residents to hire a car from a central fleet and offer a range of more affordable mobility options to car ownership.

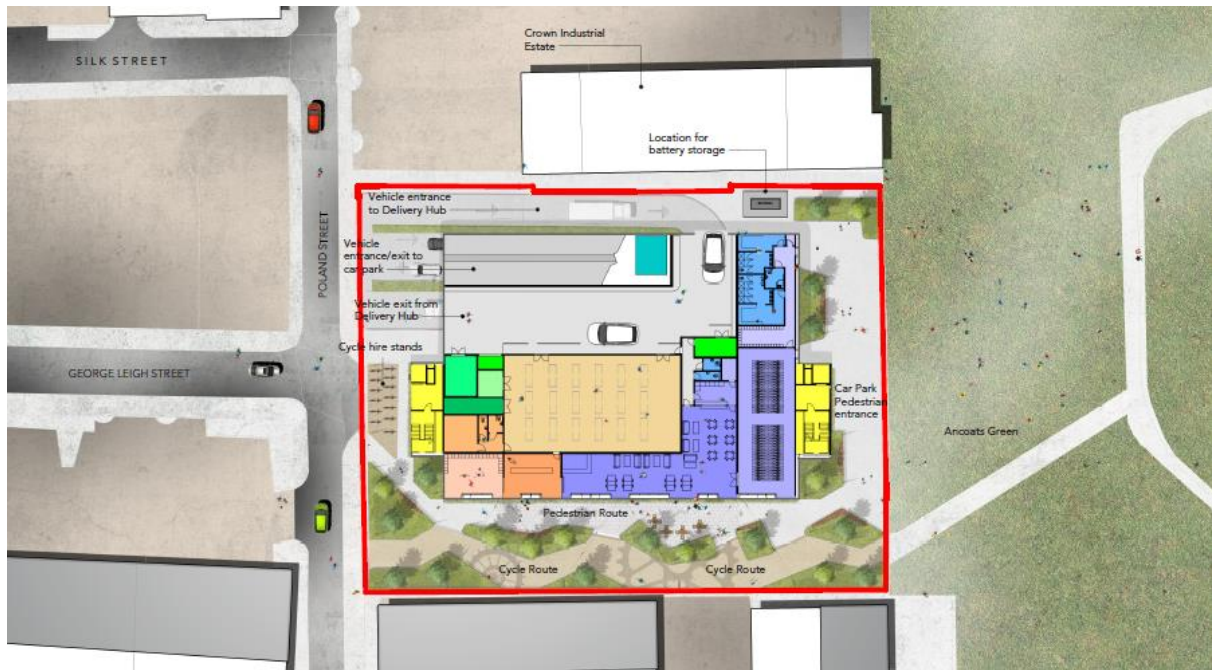
A centralised delivery hub would create an area for deliveries to the 1,500 new homes in Poland Street. This facility would allow daily aggregation and sustainable last mile distribution of deliveries. This facility has a dedicated access and egress off Poland Street. The operator will take delivery of small to medium sized parcels and arrange last-mile delivery service via e-cargo bike or electric vehicle to neighbouring homes. There are also delivery lockers available as part of this facility where residents can choose to send parcels to for individual collection.

A 221 sqm commercial use (Use Class E) would provide an active frontage and meeting space for the local community, and cycle community in particular.

The secure cycle store would store up to 150 bikes for commuters/visitors with storage, changing, locker and shower facilities which would be available via a membership system. It could also have e-bike hire facility.

There would be 400 photovoltaic cells (PVs) on the roof which would provide renewable energy for the building and, during the peak months of spring to early autumn, would directly charge the seven rapid charge (50kW) electric vehicle charging points for visitors.

Vehicle access to the Hub would be from Poland Street. Pedestrians would have a staircases at either end of the building. An area of public realm at the south of the site would provide recreational space, access to the commercial unit and cycle store as well as a link to Ancoats Green.



Layout of the Mobility Hub including new public realm

The Hub would be 8 storey in height. Vertical aluminium anodised fins provide a cohesive approach to the facades. The spaces would vary to create variety and interest. The fins provide a grid structure on the south elevation to allow planting to grow in a mesh for ventilation to the car park.

The northern façade would have trapezoidal fins to create a pattern and a graphic quality. The direction of the fins would vary with some placed parallel or flat to the elevation to establish this pattern. The perimeter steelwork, any secondary bracing structure and the vehicle/protective barrier would be painted out dark grey/black so that they are visually recessive and read separately from the aluminium fins.

The stair cores would be glazed to improve wayfinding and security when accessing the car park. This is contrasted with the dark steel frame of the main structure, with dense planting sitting within this to add colour and texture.

40% of the site would be public realm. A new pedestrian link connecting Ancoats Green to Poland Street would be created which would be activated by the delivery hub, cycle parking entrance and commercial unit. 20 trees would be planted.

The waste management arrangement at the Hub and commercial unit would prioritise recycling.



Image of the Mobility Hub from Poland Street

This planning application contains notice of the intent by the applicant to remove trees in the Conservation Area (in accordance with section 211 of the Town and Country Planning Act 1990 (as amended)). These matters will be given detailed consideration within this report.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Heritage Statement;
- Archaeological Desk Based Assessment;
- Flood Risk and Drainage Strategy;
- Environmental Standards and Energy Statement;
- Planning Statement (including Green & Blue Infrastructure);
- Statement of Consultation;
- Noise Assessment;
- Air Quality Report;
- Phase 1 Site Investigation Report;

- Ecological Assessment;
- Arboricultural Impact Assessment;
- Transport Assessment;
- Waste Management and Servicing Strategy
- Framework Construction Management Plan;
- Local Benefit Strategy: Statement of Intent;
- Crime Impact Statement;
- Ventilation Strategy;
- Daylight/Sunlight Assessment;
- TV Reception Survey;
- Operational and Car Parking Management Statement;
- Health Impact Statement;
- Strategic Case for the Hub;
- Technical Case for the Hub; and,
- Sustainability Statement.

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Notifications/Consultations

The proposal has been advertised as a major development, of public interest, and affecting the setting of listed buildings and the conservation area. A Site notice was displayed at the site.

The comments received can be summarised as follows:

Supports

13 letters of supports have been received (10 from local businesses and 2 from local residents). The comments can be summarised as follows:

- The Ancoats Mobility Hub will contribute to the continuing regeneration of East Manchester by enabling further commercial and residential development to take place in and around the area through the provision of sustainable transport options;
- The proposal supports Manchester's Clean Air and Net-Zero targets and will further strengthen active travel routes (cycleways and canal towpaths) between important commercial and visitor destinations, including Co-op Live;
- The Ancoats Mobility Hub is yet another example of a world-class city remaining ahead of the game and pioneering different ways to progress - essential as we seek to build back better and greener following the pandemic;
- This proposal enables residents to include sustainability in their decision making with regards to mobility. This proposal support Manchester clean air and zero carbon targets as well as the social value element of the strategy;
- The hub will deliver positive outcome for local people and communities. This includes the creation of spaces that welcome, engage and inspire, encouraging active lifestyle and of course promote sustainable travel;

- The ambition of this proposal and the potential for the hub to be an exemplar project, emulated across cities and regions in the UK and beyond is huge. Manchester's reputation for being first is not good fortune. It comes through innovation, hard work and initiatives such as this;
- This would be a safe and secure car park and would benefit visitors nearby recreational facilities and other cultural institutions across the neighbourhood. This is vital for the area's identity and its economy as we seek to build back following the coronavirus.
- There would be fewer cars and vans passing through Ancoats which would make it a cleaner and better place for people to spend time in and spaces can be redesigned for social interaction, performance, or just relaxing. This interaction is important for the area's identity as one of the country's best places to live and work but also for inspiration, innovation and creativity.
- The hub is pioneering and builds on the centuries-old reputation of Ancoats and Manchester;
- The promotion of sustainable and shared transport would improve the environment and is a step towards the achievement of net zero carbon emissions
- This is an excellent forward thinking scheme, and it is hoped existing residents can also benefit from the new parking facilities as well as new developments;
- This sounds like a good idea and will make that area look a bit nicer and would hopefully stop the on street parking currently taking over the areas around the new Lovell houses;
- The hub would be transformative enabling streets to be prioritised for pedestrians reducing traffic and vehicle movements supporting community cohesion and a sense of place;
- The Hub is a unique response to the challenges arising from an increasing population with growing demand for services whilst maintain quality of life and protecting the environment. The Hub is seeking to address those challenges in a responsible way;
- The proposal supports Manchester's net zero ambitions and will enable people to choose sustainable mobility options. Traffic reductions through centralised parking and delivery will allow the streets to be reimaged for the benefit of people over vehicles.
- The building is in-keeping with national design guidance and well serves the fundamentals of form, function and delight. It suits the surrounding neighbourhood and has its own strong physical identity through the two large vertical green walls. Identity is particularly important in this neighbourhood due to its high-profile and historical/architectural significance.
- Due to the size, scale and ambition of the hub, it has the potential to serve as an exemplar project for other neighbourhoods and indeed cities to emulate. This is in keeping with an area famed for a pioneering approach to infrastructure and the production of goods which began some two hundred years ago;
- The hub intends to provide 150 cycle spaces with facilities including lockers, showers and changing rooms, all for public use. This is greater than comparable facilities in the city centre including Manchester Piccadilly. Improved public realm around the hub, alongside investment in cycleways and pathways would improve connectivity between the City Centre and Ancoats. It

has also been suggested the commercial space on the ground floor could become a cycling-related cafe, the local cycling community would welcome.

- As parking from neighbouring developments will be consolidated into the hub, this will support efforts to break the link between home ownership and car ownership. Crucially, as the car-ownership link is weakened, the cycling link should be maintained with new developments in the area having dedicated cycle spaces for every apartment.
- The delivery depot is estimated to remove 1200km of vehicle movements from the neighbourhood each day. This will help to ensure Ancoats is safer and with cleaner air, making it more conducive to active travel -of particular importance due to the proposed 'Beelines' network through Ancoats and NewIslington.

Neutral

Two neutral comments has been received which neither objects or supports the proposal. The comments can be summarised as follows:

- There is drug taking in the area. The café appears to be sited towards the planned cycle path would this not be better facing he green?
- The mobility hub will bring much-needed parking to the area and complement the future buildings that will be developed. However, as part of the planning review cycle the following should be considered:
 - o The hub should have the ability to offer fast car charging to people parking there as well as people that live in the area
 - o The local area (George Leigh Street) has current traffic issues with speeding. What will be the implications for extra traffic and how will the hub provide support to make the street safer?
 - o There are various parking structures close to the northern quarter that are a magnet for the homeless and drug-taking community. The hub needs to ensure this does not happen;
 - o The hub is going to have a negative impact on the park (Ancoats green). Given this issue perhaps the hub could contribute to enhanced security or a dog park to be constructed in Ancoats green;
 - o The hub should offer discounted parking for local residents (perhaps out of peak hours).

Objections

25 individual objections have been received (20 from local residents and 5 from local businesses including one comments which lists 15 businesses as being affected).

The comments can be summarised as follows:

- Manchester declared a climate change emergency in 2019 which committed the Council to reducing is carbon emissions in the City. Building a multi-storey car parking is not in line with those ambitions;
- The proposal conflicts with the City Centre Transport Strategy's vision for a zero carbon city and zero carbon transport system and to reduce the number of car journeys.

- Air quality was identified as an important consideration in the City Centre Transport Strategy;
- It is not clear if other city centre car parks would be closed as a result of this development in order to achieve the ambition of reducing the number of car parking spaces in the city centre;
- The proposal conflicts with Core Strategy policy T1 which seeks to reduce car usage by developing alternatives to the car;
- The proposal accommodates petrol and diesel vehicles. Even electric vehicles use a great deal of energy to move around - energy whose production releases carbon dioxide into the atmosphere.
- Car parks for the able-bodied are not required in the city centre. Car park locations should be restricted to areas outside the ring roads, and facilities provided for their users to gain access to the city centre by walking, cycling, or public transport;
- This proposal should not be called a Mobility Hub as it does not meet the criteria for one. It's an application for a modern day retail car park in an area of intended development;
- The proposal is not linked to a regional rail or tram and there are very limited buses. There are no links to recognised walking and cycling routes. This would not facilitate commuting car drivers to exchange to other forms of transport;
- The hub would not benefit those who have disability needs;
- The building would tower over nearby buildings and block natural light;
- The construction activities would impact on local businesses, turning the area into a building site. There would be noise and disturbance, air pollution and dust and dirt would deter customers from coming to the businesses in the area which means businesses would have to close and move to another area;
- The surrounding streets are already struggling with the increase in traffic on the roads and both residents and businesses are constantly disturbed by the relentless noise pollution. The car emissions and air pollution in the area are already terribly high. This plan to build 408 car parking spaces is going to dramatically increase traffic in the area and with a primary school only several streets away there is just concern for the effect that this increase in emissions is going to have on the health of those children as well as local businesses;
- Poland Street is only narrow and businesses have lots of deliveries daily from suppliers by lorries. If Poland Street is blocked off at any point it would cause serious operational problems;
- There would be overlooking issues from the development and affect on the value of nearby developments and rental demand;
- The construction works would effect the foundations of nearby properties;
- The area contains a local green space called Ancoats Green. More and more residents require green spaces. Polluting car parks should be swapped for green spaces for the local community;
- There would be a significant increase in pollution in an already high area which would have a harmful impact on local residents, children, animals and wildlife, specially when considering the close proximity to the public park;
- There is no evidence that cars currently parked on streets would use this car park and more cars and traffic would be attracted to the area adding to pollution, street crime and vandalism;
- Green space should not be built on to facilitate developments such as this;

- The term mobility hub is misleading given the primary use would be a car park. There are no connected cycle routes to the hub and no direct public transport links. The location of the hub would not be useful to cyclists as logically they would not park their cycles there and walk in. They are more likely to cycle to their final destination;
- The car park will have a negative effect on amenity. There would be a loss of direct light, sunlight and/or natural light in the area which would negatively affect the growth of vegetation, plants and natural habitat of protected species;
- There are 2 established large cherry trees in Ancoats Green that would be impacted negatively;
- Light pollution from the hub would affect bats;
- There would be a loss of light to Ancoats Green due to the scale of the building;
- The proposal would increase pollution in the area. The measurements taken note a 'negligible increase' in pollution in the area from the addition of 400 vehicles using the car park. However, this measurement has been taken in relation to the already poor and harmful levels of pollution in the area and so is not a fair representation of the impact. Plans should provide a reduction in the pollution in the area given its close proximity to a public park;
- Another independent pollution survey should be taken to measure the actual impact on health from additional pollution and vehicles in the area. Any addition of pollution would have a negative and harmful impact on local children, residents, animals/wildlife, especially considering the extremely close proximity to the public park. The car park has capacity for 100% electric vehicles but is not answerable, dedicated or made any commitment to meeting a 100% electric vehicle target;
- Despite noting the car park would have resident parking and provide parking for existing commuter vehicles that are scattered on the streets, there is no evidence that those cars parking on streets and not paying for parking would use the car park. Instead it will attract cars not already parking in the area and more vehicles will use the car park, adding to the pollution;
- The car park will bring additional commuter vehicles to the area, increasing traffic very close to a public park, an area where children play and dogs run. This causes a safety concern for highways and risk of accidents. A survey and risk assessment should be created to assess the risks. The additional use of delivery vehicles using the area will also add to these safety concerns;
- There are serious security concerns as the area is already rife with petty crime, smashed glass from vehicle break ins and drug use. The Car park will attract more crime and antisocial behaviour;
- An 8 storey car park will not fit with the character of the local area. A Car park directly next to a public green space is incredibly detrimental visually as well as detrimental to public safety, health and wellbeing, noise and disturbance from the vehicle and engines, additional traffic in the area and 8 storeys is incredibly over-bearing and out of scale;
- There has not been adequate assessment of other potential sites for a multi-storey car park and the only street considered has been Portugal street. I argue that there are better placed sites in Ancoats and New Islington for a multi storey car park and that more sites should be considered;
- The Strategic Justification and Guiding Principles document is a case study in greenwashing and contains unevidenced claims (e.g. forecast reduction to car

journeys). The use case for the Cycle Hub is unconvincing. The place-based rhetoric in the Strategic Justification and Guiding Principles document does not reflect community use of areas adjoining the site and concerns about the development.

- The Operation and Management Statement is deeply concerning. The Crime Impact Statement notes that vehicle crime in the area is high, accounting for 45% of all crime in the area. The Crime Impact Statement suggest that the development is acceptable if it addresses issues raised in the report. However, the Operation and Management model is premised on outsourcing management to a 'strategic delivery partner' who will provide a 'digital delivery platform' that will be the primary user interface for all mobility functions. Assuming that staff presence in the Delivery Hub and commercial unit will address the need for regular patrols throughout the day seems naive at best. Adjoining sites are widely known to be used for illicit drug use, with no police presence or intervention, and evidence of vehicle crime is widespread in the local area
- Inclusion and accessibility: The Design and Access Statement provides insufficient detail regarding the 'digital delivery platform' and does not mention evaluations conducted to ensure accessibility for all residents in the local area. Indeed, the digital platform is not mentioned in any section of the Design and Access statement pertaining to inclusivity. The assumption regarding the desirability and accessibility of this model seems to rest on the belief that this local area serves a community of young, wealthy residents who are part of a recent wave of gentrification. It is not clear if proposed digital platform has been evaluated for its accessibility to a range of different potential users;
- Putting a car park next to a park is not a good thing to do;
- It won't solve the main issue of parking problems as it's commuter parking causing the main issues;
- The delivery hub would divert traffic to the area where there are pedestrians, children and animals who want to go to Ancoats Green and the canal. Vans in the area would jeopardise the peaceful nature of the area;
- It is not clear why so much car parking is needed. New development in the area should have car parking incorporated into them rather than being in one multi storey car park neat to the green;
- Multi storey car park don't tend to be well kept buildings and are the subject of crime
- The cafe appears to be sited towards a the planned cycle path. Would it not be better to have this facing an amenity like the green ensuring that users have more pleasant scenery than a footpath?

City Centre Growth and Infrastructure Team advise that the Ancoats mobility hub is a key component in the further sustainable development of the area at the back of Ancoats. The proposal aligns with the strategic objectives of the Ancoats and New Islington Neighbourhood Development Framework (NDF) and the City Centre Transport Strategy to 2040 and the promotion of and contribution to the creation of low car use neighbourhoods. This supports pedestrian and cycling as alternative modes of transport for city centre locations such as the Poland Street zone in the Ancoats neighbourhood. The modal shift away for car ownership and the move towards zero carbon development will take some time to comprehensively achieve, but the mobility hub will facilitate a compelling new vision for a more liveable place. It

will also help alleviate the current problems that residents face with rat running and commuter parking.

Concurrent to the mobility hub, and in order to achieve the strategic aims of the NDF, the City Council is developing a complementary public realm strategy to support the delivery of the vision for the area (as articulated within the Poland Street Zone NDF update) and the creation of a high-quality public realm that keeps pace with and underpins development activity.

Whilst not part of the public realm strategy, the Ancoats mobility hub is being proposed as a key piece of neighbourhood infrastructure. The public realm strategy is being developed cognisant of the hub and will provide the local regulatory context within which the hub can operate.

The mobility hub proposal enables residential developments in the locality to amalgamate both parking and deliveries in a central hub, thus allowing greater density of development to be brought forward on other sites in the area, enabling a larger number of residential units to be delivered both in the area and as a contribution to the City's targets around housing delivery and associated public realm and open spaces.

With social facilities, bike hire and storage, parcel delivery, electric vehicle rentals and electric vehicle charging points this hub is a key component not just in Ancoats but for the next stage of the growth of homes and jobs in East Manchester. Moreover, centralised parking and delivery at this location will provide greater opportunities for developers to bring forwards schemes that can contribute to the creation of active street frontages that are integral to the functioning, social life, safety and success of neighbourhoods of choice.

Sustainable modes of transport are crucial to the City's ambitions in relation to traffic management and zero carbon and this proposal is key in providing a step change in approach to both how residential parking and deliveries can be managed within an area. The opportunity to centralise services in one location with a clear strategy for deliveries, EV charging, cycle hire, and associated facilities will serve to ensure that the Poland Street Zone can be developed as a pedestrian and cycle friendly neighbourhood, supported by a public realm strategy that seeks to minimise car movements through the area, promotes walking and cycling and creates a user-friendly and calm environment that enhances residents experience of living in the area and adds value to the developments within the area.

As well as being a critical step in sustainable placemaking, the hub is also a key component in achieving air quality targets.

Highway Services the site is accessible to sustainable traffic modes and is close to bus and tram stops. Traffic modelling indicates that the assessed junctions would have spare capacity. The SCOOT at the Rochdale Road/Livesey Street junction needs to be revalidated. A traffic camera should be installed at the junction so manual signal interventions can be made to minimise any congestion.

The proportion of public parking will decrease year on year between 2023 and 2029 as developments are completed. It is estimated that by 2029, 330 spaces will be used by residents with the remainder used for car club/rideshare/visitor spaces. Proportions of space allocated to car club, accessible bays and electric car charging is acceptable along with the level of cycle provision.

A junction plateau is proposed at the access with a plateau at Poland Street/Silk Street junction. Double yellow lines should be provided in the vicinity of the development to ensure that vehicles parked on-street do not adversely impact the development access along with tactile paving. No doors other than fire exits open outwards. A construction management plan is required.

Environmental Health the conclusions of the air quality report are acceptable on the basis that heating is electric, that there is a dust management plan agreed prior to construction, that speed control measures are introduced on the access road to the hub and that 25% of the car parking spaces are fitted with an electric car charging point with infrastructure provided to all spaces (and points introduced as demand increases). Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday 10:00 to 18:00. Details of fume extraction should be agreed and a construction management plan. The opening hours of the commercial unit should be agreed together with details of acoustic insulation. A lighting scheme shall be agreed for the building together with a noise mitigation plan for the delivery element. Details of plant shall be agreed. The waste management arrangements are acceptable. Further ground condition investigations are required.

Neighbourhood Services (Trees) the proposed tree planting associated with the scheme is acceptable.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Greater Manchester Ecology Unit (GMEU) survey work found no evidence of roosting bats. The buildings and some of the vegetation could have nesting birds and these should not be removed outside of the nesting season. Biodiversity enhancement measures should be agreed.

Historic England have no objection and the site makes a limited, negative, contribution to the character and appearance of the conservation area. New development could enhance this section of the conservation area, which currently has an ill-defined character, and would not raise concerns with the principal of a larger building.

The appearance, design, materiality and orientation of the building to the street will be a visually juxtaposing element, that does not follow the pervading characteristics that harmonise a large number of the buildings across the conservation area. It will therefore result in minor harm to its character and appearance.

However, they note that the applicant has stated that the building provides a number of strong public benefits, and that the incongruity referenced above is identified to be intrinsically linked to the ability to deliver these. They advise that it is a matter for

the Local Planning Authority to determine the exact weight they place on the public benefits the applicant has put forward and whether the elements of concern are inherently required for the delivery of the public benefit identified. They do, however, accept that there would be heritage benefits if the proposals allowed for the less encumbered, and more sensitive, regeneration of the rest of the Poland Street Zone.

Greater Manchester Archaeology Advisory Service (GMAAS) the archaeology assessment demonstrates there is archaeological interest in below ground remains associated with mid-19th-century-century cellar dwellings, which would merit further investigation before development. A condition should explore this archaeology further.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

Policy

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles The development would be in a highly accessible location close to public transport modes (rail, tram and bus) and walking and cycling routes. The Hub would offer sustainable choices and encourage modal shift away from petrol and diesel cars. 20% of the parking spaces would be fitted with an electric charging point with this increasing as demand for electric cars grows. 150 cycle spaces, a car club and car share facilities would be included. Public realm and environmental improvements including tree planting, sustainable drainage and renewable energy would minimise energy demands and ensure the hub adapts to climate change.

SO2. Economy The scheme would provide jobs during construction and permanent employment in managing the operations at the hub. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport The development would be highly accessible and provide residents with sustainable travel choices. The proposal would minimise the need for on site parking at individual developments, prioritising pedestrians and active frontages. Electric car charging points, cycle provision and car club/car sharing would provide an alternative to car ownership and help residents move away from petrol/diesel cars.

S06. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) The development would be highly sustainable and help to bring forward economic and commercial development. It would complement development in Ancoats and integrate into the City Centre transport strategy. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; creating a well-designed place that would enhance and create character; re-using previously developed land.

Policy EC1 – Land for Employment and Economic Development – The proposal would develop a highly accessible site and constitute a significant contributor to the economic growth and productivity in the Poland Street Zone of the Ancoats neighbourhood. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and walking, cycling and public transport use would be encouraged. The proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place.

Policy EC3 The Regional Centre – The development would be in an appropriate location with access to all forms of sustainable transport and support high density residential development. The development has a focus for being low carbon.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) The proposals would deliver high quality new development in this area identified in Policy CC1 as a focus for primary economic development.

Policy CC5 Transport - The proposal would help to minimise on site parking associated with nearby development. A coordinated approach to parking and offering alternatives to car ownership provides sustainable travel choices for this new community. Cycle provision, car club/car sharing along with a logistic/delivery hub would ensure that air quality conditions in the area do not worsen and promote walking and cycling and use of public transport.

Policy CC6 City Centre High Density Development - The proposals would be a high-density development which uses the site efficiently.

Policy CC7 Mixed Use Development – The proposal would create an active ground floor with the potential for Class E use along with the delivery and cycle hubs.

Policy CC8 Change and Renewal - The proposal would create temporary employment during construction.

Policy CC9 Design and Heritage - The development would have an impact on the settings of nearby listed buildings and the Ancoats conservation area. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing regeneration of Ancoats. It would be fully accessible and include parking for disabled people.

Policy T1 Sustainable Transport – The proposal would encourage modal shift from car travel to more greener car travel and sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a high quality design, and would enhance the character of the area. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed below.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and the conservation area. This is discussed in more detail later in the report.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 seeks to prioritise CO₂ reductions from low or zero carbon energy supplies. An Energy Statement sets out how the proposals would meet the requirements of this policy.

Policy EN8 - Adaptation to Climate Change - An Environmental Standards Report identifies measures to ensure that the development would minimise its impact on the climate.

Policy EN15 - Biodiversity and Geological Conservation – The site is not considered to be of high quality in ecology terms. The proposals include measures to improve the biodiversity including new tree planting and landscaping which would create new habitats and bat and bird boxes.

Policy EN16 - Air Quality The proposal would not worsen local air quality. The site is located in a sensitive area being close to existing residential properties, businesses and local school. Traffic associated with the construction and operational aspects of the development are likely to utilise roads where these sensitive uses

exist, including the nearby AQMA along Oldham Road. Mitigation in the form of dust suppression, wheel washing and other measures would minimise the temporary impacts on construction of the local area. When the development is occupied, the provision of 25% electric car charging points, car club/car sharing, 150 cycle spaces and the delivery hub would minimise the impacts of the development on local air quality and provide alternatives to car ownership and a shift away from petrol diesel cars. The effects on local air quality are considered in detail in the report.

Policy EN17 – Water Quality – An assessment of the site’s ground and groundwater conditions shows that subject to specific measures being adopted it is unlikely that the development would cause contamination to surface watercourses and it is considered that any impact water quality can be controlled through a condition.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination notes confirms that the impact of the development can be controlled through a condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would ensure the waste streams are managed.

Policy DM1 Development Management - Careful consideration has been given to the design, scale and layout of the building in order to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC18 Conservation Areas - The proposal would have an impact on the settings of the Ancoats conservation area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment concludes that the development would not have an impact on any significant remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Other material policy considerations

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

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

Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

City Centre Transport Strategy (2021)

The City Centre Transport Strategy was endorsed by Manchester City Council's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit.

The strategy proposes several strategic interventions within the Ancoats area, some of which are subject to funding and business case. These include:

- Upgrades to the Rochdale Canal towpath – improving the quality of the existing provision;
- Delivery of the Ancoats Mobility Hub – which is proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives including delivery hub and car club/car share;
- Northern and Eastern Gateway Bee Network – delivering new and enhanced city-centre cycling infrastructure.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester City Centre Strategic Plan (2017)

Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. To capture the pace and scale of change and to reinforce the strategic direction for City Centre as a whole, the City Council produced the City Centre Strategic Plan.

The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre's ongoing regeneration.

The Plan acknowledges the pivotal role that residential development in edge of city centre neighbourhoods including Ancoats and New Islington will continue to play in achieving growth in the City Centre. Key to this growth is to create an environment and deliver infrastructure that will encourage people to live and work in a central location.

The Plan recognises the opportunities that the growing community in Ancoats and New Islington present and the key priorities for the Northern Quarter area include exploring options to develop connections to Ancoats/New Islington and New Cross.

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken

place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, that further refined the development principles for the Poland Street Zone.

Ancoats and New Islington NDF – Poland Street Zone (2020)

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.

At its heart, the Mobility Hub complements the vision within the NDF. It will deliver amenity and community infrastructure which will support the future residential development.

The NDF supports the creation of a cycle hub with secure storage and on-site showers and changing. Additionally, it suggests that the facility could be broadened to allow residents to rent a wide range of bikes for leisure or commuting purposes.

The NDF also supports development that will facilitate vehicular movement, servicing, delivering and parking through the creation of parking and delivery hubs that would intercept vehicular movement and allow the Poland Street Zone to be predominately car free. It notes that some residents may need to have access to private cars, and there may also be requirements for visitor and commercial access.

However, the relationship of the centre's core and accessibility to public transport makes this a highly sustainable location. Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles.

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.

The vision for Manchester to be in the topflight of world-class cities by 2025, when the city will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business- cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

National Planning Policy Framework (2019)

The revised NPPF adopted in July 2018 and re-issued in February 2019 states that the planning system should contribute to the achievement of sustainable development. It clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a strong and competitive economy' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80). This proposal would support the regeneration of Ancoats and provide significant investment and job creation during construction. There would be a strong emphasis on social value.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

The proposal would be safe and secure. Areas of public realm and landscaping have been designed with and for the local community and would enhance links to local amenity spaces. Pedestrian and cycle movements through the site would be catered for and encouraged. 150 cycle spaces would ensuring that cycling is prioritised for moving around the city centre which also offers health and wellbeing benefits.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel around the city centre from the Hub. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote a range of sustainable travel choices and alternatives to car ownership. A travel plan and operational management would be secured as part of the conditions of the approval. Measures would be included in the development to support those with disabilities.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage commuters/residents, the early years, and residents to use public transport, walking and cycle routes to access the city centre.

Section 12 'Achieving Well Designed Places' states that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of

design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design would be innovative and complement the distinctive architecture in Ancoats. The buildings would be highly sustainable and low carbon and biodiversity and water management measures are included in the public realm.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would electric with solar panels generating on site energy. The landscaping scheme would include trees, planting, green screens and other planting. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Landscaping, tree planting and planting would provide new habitats and biodiversity improvements.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states 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, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would result in some low-level harm to the surrounding historic environment. This low-level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

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

new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

Health and wellbeing states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to

healthier food, high quality open spaces and opportunities for play, sport and recreation);

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The

Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

Due to the nature of the proposal (“Urban Development Projects”), the size of the application site and the characteristics of the development site (as identified within Schedule 2), the proposal was the subject of a screening opinion to determine if an assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that this level of assessment was not necessary and that the effects of the proposal could be considered through a formal planning application

Ancoats Conservation Area declaration

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

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

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. Significant regeneration activity has taken place in Ancoats which has been transformed after the decline of the textile industry. Population decline and neighbourhood management issues have been reversed and replaced with a vibrant and popular neighbourhood.

Over 1,250 homes have been built for rent and sale by the applicant with improved place management as part of the implementation of the Ancoats and New Islington Neighbourhood Development Framework (NDF). However, much remains to be done if the full potential of the area, and the economic, social, physical and environmental benefits this would bring, are to be realised.

The most recent regeneration activity in Ancoats has focused around Great Ancoats Street, Oldham Road, Radium Street and the Rochdale canal. The Poland Street Zone (NDF) was endorsed in July 2020 and seeks to guide development around Radium Street, Oldham Road, the Rochdale canal and Rodney Street. There is a significant amount of brownfield land that should provide new homes. The NDF proposes coordinated infrastructure to manage car parking and servicing demands and to enhance pedestrian and cyclist movements.

The objectives of the Poland Street Zone NDF and the Ancoats and New Islington NDF are material in the determination of this planning application as directed by policy SP1 of the Core Strategy. The application site is also located in the Regional Centre in which commercial developments are encouraged (policy EC3).

The site is located in the 'Oldham Road' character area of Poland Street. Developments here are expected to integrate and provide connections with the surrounding neighbourhoods and manage car parking and vehicular movements. The Poland Street NDF supports the concept of parking and delivery hubs to manage traffic.

“Maximising the practical benefits of vehicular access coming in from the high capacity network – development facilitating vehicular movement, servicing, delivering and parking that would benefit the Ancoats area as a whole (e.g. parking and delivery hubs that intercept vehicular movement)”

The Mobility Hub is included in the City Centre Transport Strategy (2021) as part of infrastructure to meet parking requirements of residential and commercial developments in Ancoats. This would enable parking to be removed from individual schemes and promote a modal shift by offering sustainable alternatives. The City Centre Transport Strategy is material in the determination of this application.

The applicant has provided a *Technical case for the Hub* in support of their planning application.

The Hub would foster a sense of community, provide travel options and link into existing infrastructure and enhanced movement and accessibility around the area. It would include secure cycle provision for 150 space (including e-bike provision when available through TfGM) a car club (20 spaces) and car share provision (10 spaces).

The cycle provision is higher than other similar facilities such as Victoria Station which has 38 spaces, Manchester Piccadilly 43 spaces. Locker and shower facilities would be available via a membership scheme.

There is strategic support for a Mobility Hub in Ancoats to manage future car parking demand. The applicant considers there is significant demand for parking in their Build to Rent developments in Ancoats. The provision of up to 1612 new homes around Poland Street confirms that parking is necessary.

The Hub would provide parking for new residents and remove parking provision at individual schemes. The 408 spaces at the Hub would equate to a 25% provision of the total number of new homes which would be built in the Poland Street Zone. The

removal of parking from individual schemes would allow more active street frontages to be created and pedestrian friendly environment.

The applicants transport analysis has assessed trip generation across the area if the Hub was not delivered and parking was provided on individual schemes. It demonstrates that the Hub would have a material effect on reducing the number of movements through all junctions in the area by consolidating them around the site rather than being routed throughout Ancoats.

In the short term, the Hub would be used by commuters. This would be in the short term and the applicants believe this would manage a reduction in city centre parking in favour of public transport.

Parking has been lost in the city centre as surface level car parks have been developed. City centre living has meant that owning a car is less of a requirement. The Hub would offer unique leasing arrangements which would allow residents to acquire and relinquish their right to parking as their circumstances change which offers greater flexibility to responds to residents changing circumstances. The level of provision dedicated to commuters and visitors would gradually decrease as demand from residents grows with only a minimal amount of provision (around 7%) being ultimately retained.

The Hub operator would be expected to develop a season ticket system which prioritises existing residents without parking followed by commuters to existing businesses in Ancoats and New Islington.

The Hub should encourage a shift towards sustainable travel options and adapt to changing habits for instance as demand for cycle and electric parking grows.

25% of the parking would have an electric vehicle charging point with the aspiration to be 100%. The level of provision exceeds that at similar city centre developments. The trend/demand for electric vehicles is expected to grow annually by 29% over the next 10 years. The Hub would therefore be able to respond to this change in demand.

New public realm would extend the walk and cycling route along George Leigh Street to Ancoats Green establishing a new route to this recreational facility.

The delivery hub would provide central point for deliveries and reduce local vehicle movements. Without a centralised facility, multiple couriers would be delivering to each home which often results in parking on pavements etc.

An all electric building would be provided with renewable energy available to meet its energy demands together with green infrastructure ensure the building would be sustainable and low carbon. A digital platform would be developed to allow access to Hub facilities as well as accessing information about sustainable travel and hire of bikes.

The Mobility Hub is a unique and innovative concept to support the regeneration of the area. The Hub's role in providing the infrastructure for new residential

development to support the area's population growth should be given weight in the determination of this application. The Hub would be contribute positive to the economic growth and productivity in the Poland Street Zone. This must be given some weight as set out in paragraph 80 of the NPPF and is supported by policies SP1, EC1 an EC3 of the Core Strategy. The concept of a Mobility Hub in Ancoats is also identified as a strategic priority in the City Centre Transport Strategy and NDF.

The site is suitable for a Mobility Hub due to its proximity to Great Ancoats Street and Oldham Road as well as key transport nodes and links. These connections are vital to the success of the Hub which would become a key piece of infrastructure in the city centre transport strategy as part of providing alternative means than the car and reducing traffic, congestion and air pollution whilst prioritising pedestrians, disabled people and cyclists (policies SP1, T1 and T2 of the Core Strategy).

The removal of parking from individual schemes and a coordinated approach to deliveries would create a more pedestrian and cyclist friendly area and reduce vehicle trips through the neighbourhood as set out in the Poland Street NDF. The Hub would provide a real alternative to car ownership through the cycle provision and facilities, the car club and car share facilities. The electric charging facilities would reduce the dependency on petrol/diesel vehicles. There would be 25% initially which would rise to 100% as demand grows.

There are several existing operators within the industrial unit with a large number of the units vacant. The Council currently occupy some of the space at the industrial estate but have plans to relocate as part of wider estate consolidation measures. The other remaining businesses is on a short term lease which is due to expire by the end of the year. They are currently being supported to find alternative premises as part of their relocation package.

Climate change, sustainability and energy efficiency

A Sustainability Strategy and an Environmental Standards and Energy Strategy has been provided. The proposal would develop a contaminated brownfield site. Sustainability would be embedded into the design, construction and operations of the Hub to create a low carbon and low energy development.

The construction process would use good practice to: source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; minimise the impact on ecology and biodiversity and maximise social value.

The Mobility Hub would have an all-electric system, benefitting from a decarbonising grid, and its photovoltaic panels would generate energy on site and therefore minimise carbon emissions.

The Mobility Hub would allow residential developments around Poland Street to come forward with minimal parking. This would create a more pedestrian friendly environment and active street frontages. The Hub would offer alternatives to car ownership through a car club, car sharing facilities and a cycle hub. A quarter of the parking spaces would be fitted with an electric vehicle charging point as users transition from petrol and diesel to electric vehicles. The infrastructure would allow

more EVCPs as demand grows. An innovative tenure model would allow car parking spaces to be sold back to the Hub as car clubs and active travel becomes more prominent modes of travel. A delivery Hub would offer a last mile delivery of parcels to homes via an electric vehicle reducing emissions and traffic in the area.

The Strategy outlines the environmental, social and economic benefits in line with NPPF definition of sustainable development a summary of which are provided below:

Environmental

- The Hub would operate off an all electric system taking advantage off a decarbonising grid including no use of fossil fuel on site;
- Enhanced fabric performance and triple glazing at the ground floor to reduce energy use;
- 97.6Mh of electricity would be generated from the 138.6kW array of photovoltaics on the roof of the building which would off set 40% of the Hub's energy usage;
- 25% of the parking spaces will initially provide EV charging points (including 7 rapid chargers) with electrical capacity and building infrastructure to all other spaces so that all parking be fitted with an EV point as demand grows;
- There would also be facilities for car club and car share;
- Water consumption minimised where possible through low-flow fixtures and fittings;
- New bird and bat boxes creating new habitats within the landscaping;
- 40% of the site is public realm including 20 new trees;
- Sustainable drainage measures to manage surface water run off.

Social

- Jobs and apprenticeships created through the construction process and associated with the management of the Hub and commercial area including a strong commitment to target local employment and adoption of the Real Living Wage;
- Dedicated community space and public realm for local residents;
- Improvement security and natural surveillance at the application site;
- Adoption of the considerate construction programme.

Economic

- Financial support in the local area through business taxation, local sourcing of material and employment through the construction process and when the Hub is in use (16 jobs are anticipated to be created upon first use);
- Apprenticeship programme associated with all of the applicant's projects including the Hub
- Provision of neighbourhood infrastructure which would act a catalyst for future development in the area;
- £13.4 million in GVA from indirect and induced benefits.

As the Hub is not a habitable space, it is not regulated under Part L of the Building Regulations and policy EN6 does not apply to the majority of the building (with the exception of the ground floor spaces). Notwithstanding this, the energy strategy for the Hub has been reviewed to understand its energy demands and the role of renewable energy.

The design adopts a fabric first approach which includes air tightness and high thermal performance to the ground floor areas including mechanical ventilation heat recovery (MVHR). Low energy lighting would be fitted throughout the building with systems to monitor energy usage.

Using data from similar spaces in the applicant portfolio, it has been estimated that the Hub could generate up to 19.5kWh per sqm per annum and an additional 57kWh per sqm per annum for the ground floor spaces. The predicated total annual energy use for the Hub would be approximately 240 MWh per annum.

In order to meet the energy demands of the Hub, 138.6 kWp photovoltaic panels would be installed to roof which have an estimated output of 97.6 MWh. This would significantly reduce energy consumption and carbon emissions. This system would provide surplus of energy during the summer months which would be fed directly to the electric vehicle charging points. The photovoltaic panels would contribute to 40% of the annual energy demands for the Hub as well as reducing the reliance of grid electricity for the electric car charging points.

As the number of electric vehicle charging points increases, an external compound space could be included in the development to store or install external mounted batteries.

The energy strategy provides a sound approach to minimising the developments impact on carbon usage and in line with the requirements of policies EN4 and EN6 of the Core Strategy which require measures to reduce carbon emissions in order to create low and zero carbon developments.

The provision of all electric systems, usage of low energy lighting and a fabric first approach ensures that the carbon emissions from energy usage is minimised and that ground floor areas comply with policy EN6. The photovoltaic panels would reduce energy and carbon by 40% offering an exemplar approach to reducing carbon demands. As the grid decarbonises the carbon emissions would reduce further.

The car club, car sharing and electric vehicle charging points would offer real alternatives to car ownership. A central delivery Hub and cycling provision and the community space, offers key pieces of community infrastructure. The Hub would reduce the amount of parking in individual schemes which would present more active street frontages and prioritise pedestrians and cyclists. Local jobs and apprenticeships would be created through the construction and operations of the Hub. This would create a sustainable development and allow for other developments to benefit from this approach.

In line with the requirements of policy EN8, the proposal would also to be adaptive to the requirements of climate change through the provision of sustainable drainage in

the public realm which would include 20 new trees and soft landscaping and new habitats for birds and bats. Green walls would contribute to climate resilience along with measures to minimise the use of water. The upper floor of the Hub would be naturally ventilated to allow free movement of air whilst the ground floor spaces would be mechanically ventilated to prevent overheating.

The Hub would be a low carbon and energy efficient building offering a progressive model for managing the current and future demands for car and cycle provision along with deliveries in the Poland Street Zone. Its position within Ancoats would allow residents to benefit from the enhanced pedestrian and cycle links in area currently and as part of future public realm improvements allowing enhanced links to major public transport nodes and infrastructure.

Visual amenity

The design would deliver the strategic objectives outlined in the Poland Street Zone NDF in terms of its appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

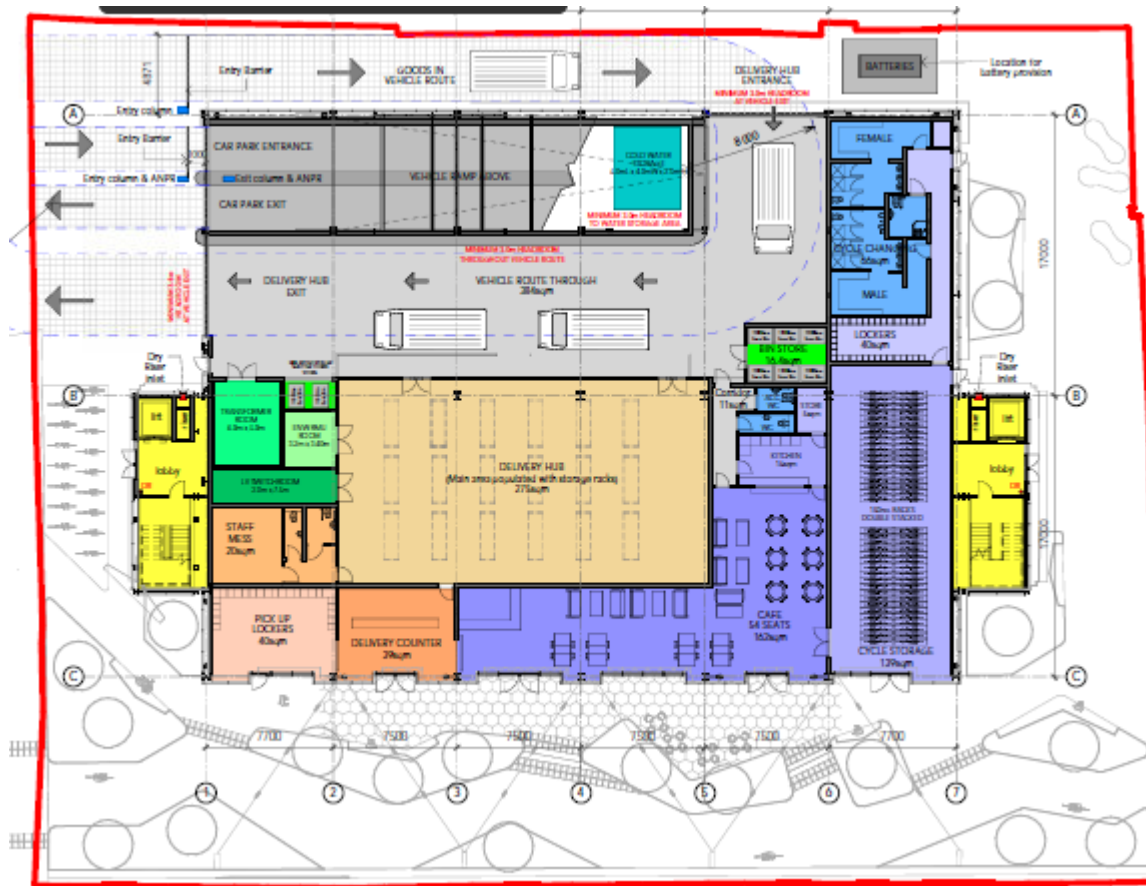
The position of the Hub between the junction of George Leigh Street and Poland Street and Ancoats Green would create a new connections between Great Ancoats Street, at the western end of George Leigh Street, Cutting Room Square at the heart of Ancoats and Ancoats Green.

The Hub would provide an active frontage to Poland Street. A pedestrian stair core would be positioned along with frontage and a new area of public realm would include cycle stands and new trees/planting.

The building would be located to the north of the plot to maximise the public realm and occupy a significant part of the southern aspect of the site. Pedestrians and cyclist would be able to safely move through this space towards Ancoats Green from Poland Street and vice versa towards George Leigh Street. A new commercial unit would activate the space and become a focal point for the community.

Vehicles would enter the site from Poland Street. To the north of the vehicle entrance, would be the delivery hub entrance which would provide a one way route with the ground floor for delivery vehicles to enter unload and leave the site exiting back onto Poland Street.

Waste storage, secure cycle store and locker/shower rooms, plant room and main sorting area for the delivery hub would make up the remaining ground floor areas.



Ground floor layout of the Mobility Hub

Floors 1 to 7 would comprise of the main parking areas including bays for disabled people and stair cores. The roof would be fitted with photovoltaic panels.

The Hub would form a significant development in comparison with the existing low rise industrial buildings. However, the scale is in line with the emerging character for this part of the Poland Street Zone where buildings up to 8 are appropriate as noted in the Poland Street NDF.

The implications for the conservation area are considered elsewhere in this report. There would be no unduly harmful significant visual effects in this this context. The Hub would be an early development acting as a catalyst for future regeneration activity. As other developments come forward, the Hub would become part of a more established street scape.

The facades would have a variety of materials. Vertical anodised fins together with metal mesh intertwined with 'green' panels of climbing plants provides an innovative approach. The materials aim to reduce the amount of visible internal structure and light spill.



Details of the material palette and use on the building

Silver anodised aluminium fins wrap the majority of the main structure, creating a contrast with the dark painted metal structure behind. Dark aluminium panels would be used at the ground floor with contrasting light metallic panels highlighting the entrance to the commercial unit along the southern side of the building.

The northern elevation would consist of trapezoidal fins which would create a pattern and graphic quality. The direction of the fins would be varied in combination with occasional fins placed parallel or flat to the elevation to establish the pattern.



Image of the northern elevation with the trapezoidal fins

The upper sections of the southern side would be treated differently to the other facades with pre-grown planting within metal mesh screens which would be positioned between the fins.



Image of the southern elevation of the building showing composition of the entrance, darker panels, fins and living green panels



Southern elevation from the new public realm showing ground floor entrances, green panels and glazing to the stair core

The stair cores at either end of the building would have a living green wall and a large amount of glazing to provide interest and natural surveillance within the cores.



All vehicle entrances (on the north and west elevations) will be concealed by dark perforated roller shutter doors, sitting alongside the proposed dark grey panels at ground level.



Facades of the building



Façade of the building facing Ancoats Green

The use of anodised aluminium fin around the building provides a coherent design and visual interest whilst allowing the spaces within the building to be naturally ventilated. Living green walls, panels and the fins, break up the massing of the building and soften its appearance whilst also offering biodiversity improvements.

The lighting strategy would complement the design and create activity and natural surveillance. It would enhance this emerging area through design and placemaking. It would help to create a safe and attractive place and address Ancoats Green.

Conditions would be used to ensure that the materials, landscaping and green screens are acceptable to ensure the architecture and setting of the Hub is delivered to the required standard.

Impact on the historic environment

The site is in the Ancoats Conservation Area. There are no immediately adjacent listed building but there are views where the development would be seen with listed building. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact and contribution of the proposal on the conservation area and on important views and on the setting of Listed Buildings.

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal and the nearby

housing. Lower rise commercial and residential buildings are found in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The urban grain around the site and this part of the conservation area, generally consists of low quality surface level car parking and low rise industrial buildings. There are modern residential buildings but the area is highly fragmented. Whilst the grid network of roads remains, the area lacks the quality of buildings and listed assets found elsewhere in the conservation area. The modern industrial buildings have no architectural merit and would be demolished. Their removal present an opportunity to enhance the character, appearance and significance of the conservation area.

The current buildings and site have a neutral impact on the conservation area. The loss of the buildings would remove low quality built form and allow the development of a key regeneration site.

The east west view along George Leigh Street is important. The north/south view along Poland Street is less significant in terms of the conservation area.

The impact on the significance of the conservation area, would be a low level of harm to the setting and significance of the conservation area. There would be some heritage benefits, principally derived from the removal of this low quality site from the conservation area and enhanced place making in the form of the public realm to Ancoats Green and improvements to the safety of the local environment.

The view west east along George Leigh Street is the principal key view of the site due to its location at the end of one of the principal routes through the conservation area. Entering George Leigh Street from Great Ancoats Street, the Grade II* Express Building is evident. The view towards Poland Street along George Leigh Street contains a mixture of historic and contemporary buildings in the form of terraces around Anita Street and Grade II Victoria Square. More modern developments are evident such as Smith's Yard and the Warehaus development (which includes a non designated heritage asset).

The long views along George Leigh Street are enclosed by a mixture of buildings, types and styles. Beyond Radium Street, the character of the conservation area diminishes. There is a lack of a termination point at the end of George Leigh Street to this part of the conservation area although the strong grid pattern remains evident.



Existing view point of the junction of George Leigh Street and Poland Street looking towards the application site

The Hub would provide a termination point at the end of George Leigh Street and offer a contemporary addition to the conservation area that does not harm the heritage asset and its significance. This scale and mass of this major new development sits comfortably in the view.



Proposed view point of the junction of George Leigh Street and Poland Street looking towards the application site

The view north/south along Poland Street is useful in assessing heritage benefits. The hub and the applicants other planning application for Eliza Yard, would help re-establish built form along Poland Street and enhance the conservation area.



View along Poland Street (existing and proposed) including the Eliza Yard development

This would be a major development in the Conservation Area. The scale of the change is moderate but the scale of the development makes a recognisable change. This amounts to less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 193 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

Historic England have no objection and acknowledge that the current condition of the site makes a limited contribution to the character and appearance of the conservation area. They believe that a new development could enhance this part of the conservation area and do not raise concerns with the principle of a larger building. They believe that the proposal would be visually distinct and would not naturally tie into the form, design and material palette of the conservation area which they believe are significant to defining its character and appearance. This would cause minor harm to the heritage asset and have advised that consideration should be given as to whether the public benefits outweighs this harm.

The Mobility Hub would be a large and significant building. The character of the conservation area is in part defined by its variation in scale of buildings, but the design and materiality of the Hub would be different. The Poland Street NDF anticipates development of this scale but this would cause some harm.

The Hub would not be at back of pavement and would not reinforce the back of pavement line of the conservation area and would not re-enforce the sense of enclosure elsewhere. However, improving the street scene along Poland Street, providing a focal point on George Leigh Street and enhanced connections through to Ancoats Green would deliver heritage benefits. The Hub allows for more sensitive regeneration in Poland Street by minimising the levels of car parking and creating more pedestrian friendly streets and active frontages. These matters are considered in further detail below.

The proposal would result in a low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring an innovative piece of infrastructure to support the regeneration of the area. Ancoats is identified in the City Centre Transport Strategy as the preferred location for a Mobility Hub concept.

The development would represent a £17 million investment in the area together with the creation of 150 full time equivalent direct jobs during construction and 227 full time equivalent indirect or induced jobs within the supply chain. There would also be 20 jobs full time equivalent created when the Hub becomes operational through the management and operations of the building and the commercial unit. These social and economic benefits would be secured through a local labour agreement to prioritise local residents. The applicant is exploring how apprenticeships can benefit this scheme, and others, which are being brought forward by the applicant and their strategic partners.

The redevelopment would act as a catalyst for future development by providing parking and sustainable travel options needed for other sites to come forward for residential purposes.

It would be a distinctive piece of architecture together and improve the public realm. The anodised fins and living green walls would create a contemporary building. This would contrast with the older building and more traditional materials.

40% of the site would be public realm establishing a pedestrian and cycle route through to Ancoats Green. This provides a physical link from Great Ancoats Street through to the Miles Platting connecting existing communities and providing an

attractive and safe route with enhanced natural surveillance. The route would be fully accessible. 20 trees and planting, along with green living walls would provide habitats and improve biodiversity at the site. The commercial unit would provide a social hub for the local community with outdoor seating with the public realm.

The Hub would provide a range of transport options including car club and car share, 150 cycle spaces and a new cycle Hub and 25% electric vehicle charging points on first use (including 7 rapid charging points). This exceeds or is similar to comparable facilities in the city centre. The remaining parking spaces would be fitted with the infrastructure for a charging point at a later date when demand requires it. The delivery Hub provides an innovative way to manage parcel deliveries throughout the new residential neighbourhood by consolidating deliveries and reducing vehicle trips.

Carbon emissions would be minimised by being all electric and benefit from a decarbonising grid. The development would meet a significant amount of its energy demands from the photovoltaic panels to the roof area.

Whilst there would be some heritage impacts, these would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, 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 paragraph 196 of the NPPF

Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to the mid-19th-century cellar dwellings, which would merit further investigation in advance of development. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Impact on Trees

There are 9 individual trees at the application site and 4 tree groups. These trees have been subject to an arboricultural assessment and are classified as follows:

- Category B (Moderate Value) – 5 individual trees and 1 tree group;
- Category C (Low Value) – 4 individual trees and 2 tree groups.

The proposal would result in the removal the following trees from the application site as follows:

- Category B (moderate quality) – 2 individual trees;

- Category C (low quality) – 4 individual trees and 2 tree groups and on partial tree group removal.

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The removal of the trees is required to comprehensively develop the site. It could not take place if the trees were incorporated into the scheme.

As the trees are within the conservation area, this application includes a notice of intent by the applicant to remove the trees. Whilst the loss of the trees would remove soft landscaping, their overall value to the setting and visual amenity of the conservation area is considered to be neutral. Whilst some are visible from the road network, they are a combination of young or self seeded trees. The redevelopment and the significant regeneration benefits outweighs any loss of trees from the site.

In order to satisfy policy EN9, soft landscaping and trees are proposed. 20 trees would be planted in the public realm. This would adequately compensate for the loss of trees in both quantitative and qualitative terms. This would also offer biodiversity improvements providing new habitats for wildlife and an enhanced setting to the Hub.

Impact on Ecology

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats. No evidence of bat activity was found at the site. The demolition of the buildings and vegetation removal would likely lead to some disruption of bird habitats. Greater Manchester Ecology Unit advise that to minimise the impact on breeding birds, demolition of the buildings and vegetation should avoid bird nesting season (March – August). An informative of the approval should include advise in the event bats are found during the course of the demolition works.

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

The site occupies a key position opposite the junction of George Leigh Street and Poland Street, adjacent to Ancoats Green. The redevelopment provides an opportunity to connect the wider public realm and streets to Ancoats Green. The proposal provides a significant area of public realm, known as The Yard, to the southern side of the building integrating pedestrians and cyclists allowing a connection for the first time through to Ancoats Green. An external seating area for the commercial unit would be created in this space.

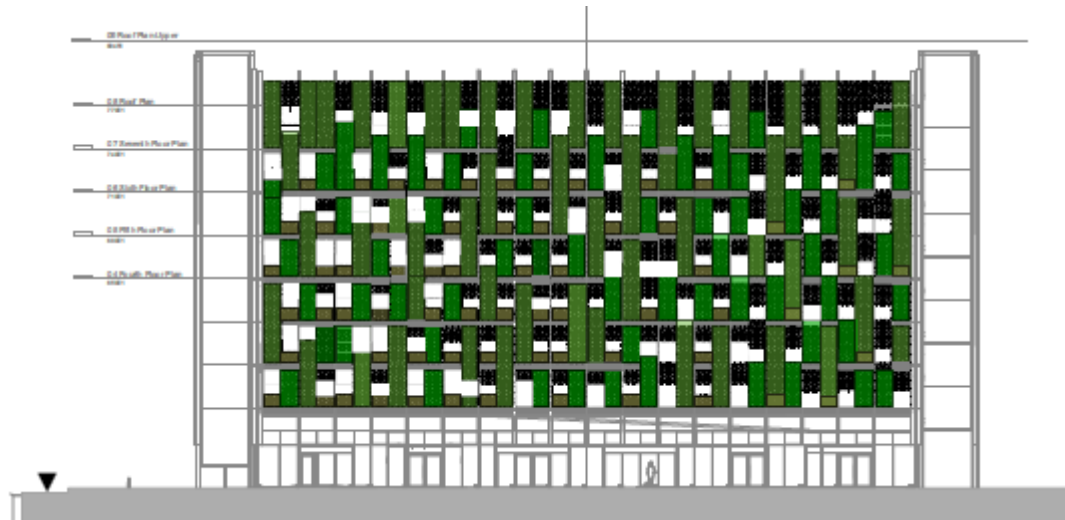


Layout of the public realm showing the connection from Poland Street through to Ancoats Green

20 trees would be planted from 6 different species which would contribute to biodiversity and mitigate against the trees lost. The trees would be positioned to define different spaces so pedestrians and cyclist can use the space safely as well as creating spaces for sitting and relaxing. Materials for the hard landscaping and street furniture would also provide visual contrasts.

Planting would improve biodiversity and manage surface waters. A series of low level and column lighting would complement the public realm and ensure that the space is safe at all times.

The southern elevation of the Mobility Hub would consist of pre-grown 'green' panels consisting of climbing plants which would mature over the façade. The pre-grown panels would provide an instant effect to building and the mix of species would contribute to biodiversity.



Southern elevation showing the 'green' panels



Image of the public realm, southern side of the building interface with Ancoats Green

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a

window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 2 Poland Street located to the north west of the application site; and
- Pop Works building located to the north of the application site.

Consideration has also been given to potential overshadowing to Ancoats Green.



Location plan showing the position of the Mobility Hub in relation to 2 Poland Street, Pop Works and Ancoats Green

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

2 Poland Street

The assessment highlights that with this development in place, the property would fully accord with the BRE target criteria for VSC and NSL daylight, and APSH sunlight.

Pop Works

With the proposal in place, all rooms assessed would fully accord with the BRE criteria for NSL daylight and APSH sunlight.

Three rooms, located on the first, second and third floors, would not meet the BRE criteria for VSC daylight. All of the affected rooms are reduced by between 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor. These rooms are bedroom which have a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens.

The windows are small relative to the size of the rooms they serve, and are recessed and located beneath balconies which makes it difficult for daylight to reach them. The baseline levels to these rooms are low, and none of the three bedrooms meet the VSC criteria at present. The BRE states that a reduction of 0.8 times would not be noticed by an occupant. This means that a room receiving the target of 27% VSC could be reduced by 5.4% VSC and meet the target. However, given the low baseline levels, the bedrooms are reduced by 2.9% VSC, 2.5% VSC and 2.0% VSC but fail to meet the criteria. All living rooms and kitchens meet the VSC target criteria with the proposed development in place.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is considered to be acceptable and there would be no unduly harmful impacts which on the residential amenity of this property which would warrant refusal.

The assessment has considered whether there would be any overbearing impacts Ancoats Green which lies immediately west of the application site.

The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The assessment applies to both new and existing gardens/amenity areas, which are affected by new developments. The BRE Guidelines suggest that the Spring Equinox (21st March) is a suitable date for the assessment. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not.

The BRE Guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21st or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

The assessment indicates that Ancoats Green would receive at least 2 hours of sunlight to 100% of its area, on the 21st March, with the development in place. As such, the assessment concludes that Ancoats Green would continue to receive sunlight to well in excess of the BRE overshadowing targets. This is also reflected in the assessment for the summer months.

(b) TV reception

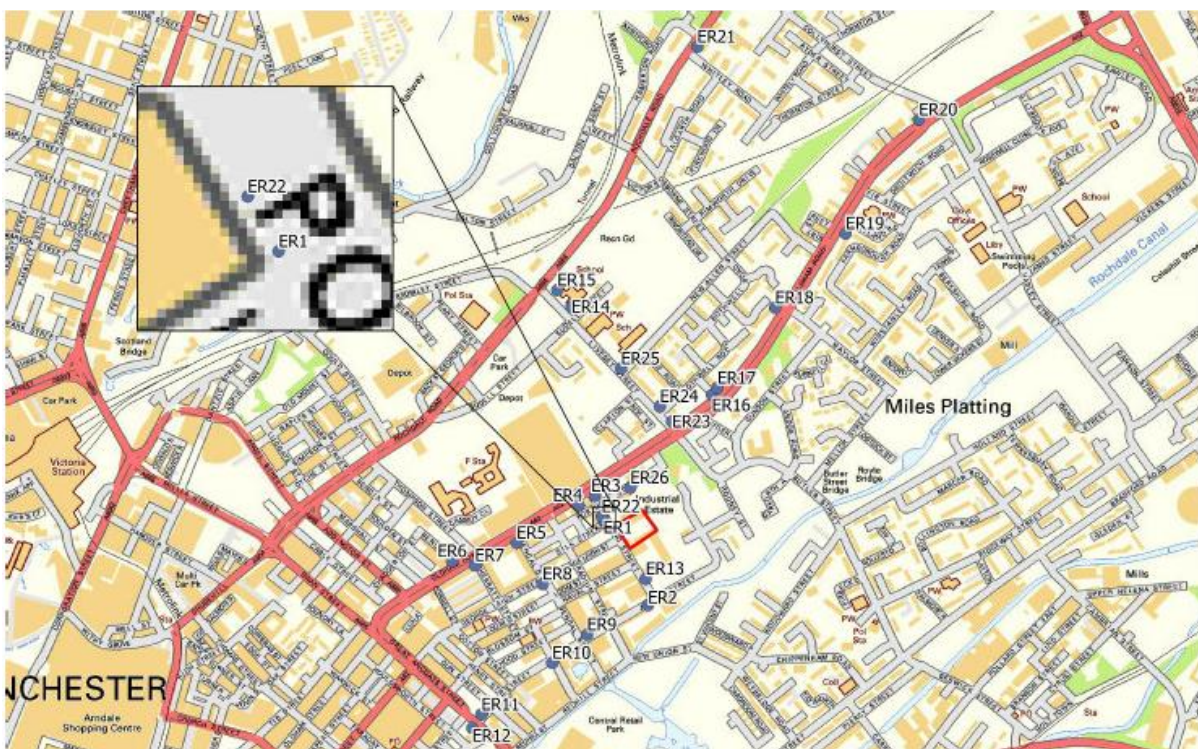
A TV reception survey does not anticipate impact on digital television services or digital satellite television services. A condition would require of a post completion survey to verify that this is the case and that no additional mitigation is required.

c) Air quality

The site is not in the Greater Manchester Air Quality Management Air (AQMA) but is 40 metres to the south of the AQMA, on Oldham Road, where there are exceedances of annual mean Nitrogen Dioxide. The nearest monitoring location approximately 580 metres south along Great Ancoats Street, exceeds the annual mean for Nitrogen Dioxide. However, the background concentrations at the site are expected to be below this when the Hub is operational.

The site is occupied by industrial units with a 20 space car park. An air quality report acknowledges that there are likely to be air quality impacts from the demolition and construction works/traffic. Consideration has also be given to the operational effects particularly any unduly harmful impacts on local air quality conditions.

26 human receptors have been identified for the purposes of considering changes in air quality, both during construction and when the Hub comes into use. These human receptors include homes, businesses/commercial uses, community uses, a number of primary schools (Abott Primary School and St Patrick Primary School) and recreational areas (Ancoats Green and Brain Hughes Close Playground). These uses are adjacent to roads that are likely to experience an increase in traffic flows during construction and when the Hub is in use, some of which are in the AQMA.



26 human receptors identified as part of the air quality report

The main contributors to air quality conditions are likely to be during construction and people are likely to experience the impacts of this. There would be emissions from construction traffic, which would enter the site from Poland Street, via a variety of routes, including routes within the AQMA. There would be dust from demolition, earthworks and construction process. This would generate Nitrogen Dioxide and fine

particulate matter (PM10 and PM2.5concentrates) from emissions and machinery. The air quality report does not, however, anticipate that the volume of construction traffic to be high when compared with existing traffic flows.

There could be temporary air quality impacts on human health during construction particularly from fugitive dust emissions. These are considered to be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured as part of the construction management plan condition.

When the hub is brought into use, the air quality is likely to be affected by increases in pollutant concentrations from exhaust emissions. This would generate Nitrogen Dioxide and fine particulate matter (PM10 and PM2.5concentrates).

As the Hub transitions from predominately visitors/commuters to local residents the impacts from traffic generation would differ. The air quality report considers four scenarios associated with these differing impacts as follows:

Scenario 1A - The majority of trips for this scenario are commuters and deliveries with trips from new residents being low. This is considered to be the worst case scenario based on routing of vehicles along Livesey Street.

Scenario 1B - The majority of trips for this scenario are for commuters and deliveries with trips from new residents being low. This is considered a more realistic scenario that 1A with a more distribution of traffic across the road network.

Scenario 2A – The majority of the trips for this scenario are new residents with trips from commuters and deliveries being low. The vehicles trips for this scenario are routed along Livesey Street representing a worst-case distribution.

Scenario 2B – The majority of the for this scenario are new residents with trips by commuters and deliveries being low. The vehicles trips for this scenario are distributed across the road network providing a more realistic scenario.

For all scenarios, the report assumes a trip rate of 8.4 trips per space for every single day of the year. This is a worst-case trip generation, and the assessment concludes that this is unlikely to be realistic particularly when the Hub is predominately occupied by residents. The purpose of doing this is to understand the very worst-case impacts as it transitions between its various usages.

The potential impacts from increased vehicle trips compared with the existing use on people have been identified using detailed dispersion modelling. This shows that the impact ranges from ‘moderate adverse’ to ‘negligible’ in accordance with the relevant guidance (EPUK and IAQM). Mitigation measures are required to offset the adverse impacts from the operational phase of the Hub in relation to annual mean Nitrogen Dioxide concentrations only.

Scenarios 1A and 2A are not realistic given it is unlikely that 100% of the traffic would travel north towards Rochdale Road along Livesey Street. Nevertheless, for completeness both these scenarios demonstrated that there would a negligible

impact on people from PM10 and PM2.5concentrates. There would be an impact on two receptors for Nitrogen Dioxide where moderate adverse impacts would arise (these same impacts do not, however, appear in the more realistic scenarios of 1B and 2B). There would be 4 receptors where a slight adverse impact would arise. One of these receptors was the Abott Community Primary School.

In the more realistic scenarios of 1B and 2B, there would only be a negligible impact on all receptors from PM10 and PM2.5concentrates. There would no longer any moderate impacts from Nitrogen Dioxide concentrations in these scenarios but there are 5 instances where a slight adverse impact is predicted. However, there would be no likely exceedance of 1 hour mean Air Quality Objective (AQO) which means that site would be suitable for the development without mitigation.

The applicant has however incorporated mitigation measures including 25% electric vehicle charging point and the infrastructure to allow all remaining spaces to be retrofitted. The overall intention is that 100% of the scheme be fitted with an electric charging point. 20 spaces would be allocated for car share club. There would also be 150 cycle spaces including bikes for hire. The last mile deliveries to the Poland Street Zone would be done by an electric bike.

The Hub's energy demands would be met by an all-electric system with electric panel heaters for space heating and electric immersion heaters for domestic water. No combustion systems would ensure zero emissions from the buildings energy usages.

Traffic calming measures would be introduced along Poland Street which would reduce vehicle speeds along this road and at the entrance to the site.

A travel plan would support users of the Hub to access other forms of public transport, walking and cycling routes to travel around the city centre once they accessed facilities within the hub.

Environmental Health concur with the conclusions and recommendations within the air quality report and support the mitigation measures proposed which should be secured by planning condition.

A planning condition should ensure the agreement of a construction management plan. This should agree a strategy for dust suppression along with a logistics plan to allow consideration of an appropriate routing strategy for construction traffic to minimise impacts on the local highway. Measures should include minimising the number of vehicles at the site at any time and measures to prevent vehicles engines and machinery from being idle.

When the development becomes operational vehicle trips would increase. Whilst the worst case scenario has been tested, the more realistic scenarios of 1B and 2B show that when traffic is distributed across the highway network, the overall impacts would not be unduly harmful to warrant refusal.

It is noted that in the worst case scenario there is a slight adverse impact on a local primary school along Livesey Street (Abott Community Primary School). It should be

noted that this only occurs in scenarios 1A and 2A with the magnitude of the overall effect not being significant in line with relevant air quality guidance.

New Islington Free School, on Redhill Street, was not included as one of the 26 receptors in the air quality report. Air quality guidance, in the form of the IQMA, sets out that only roads within an AQMA where traffic flows increase beyond a set criteria require further assessment. This criteria was not exceeded on the nearest roads to New Islington Free School and were therefore not included in the air quality assessment. However, the nearest road to New Islington Free School, Great Ancoats Street, was included in the air quality assessment and two receptors were identified along this route. These receptors are considered to be more worst case assessment of the impacts from the proposal than any receptors would model at New Islington Free School.

Pollutant concentrations decrease rapidly as distance from the road increases, particularly oxides of nitrogen. The air quality report notes that the impact of the development on the receptors along Great Ancoats Street was negligible in all scenarios modelled. As these impacts can be considered to be worst case, it can be assumed that the impacts on New Islington Free School would be negligible.

When nearby residential developments are realised, the number of vehicles would be reduced as individual developments would require less parking. This would enable pedestrians and cyclists to be prioritised and active frontages to be created. A coordinated approach to deliveries, including last mile deliveries being undertaken by e-bike, would further reduce traffic in the area.

The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no unduly harmful impacts on existing air quality conditions as a result of the development which would warrant refusal of the proposal, subject to mitigation measures.

d) Lighting

Internal lighting would create a safe environment for its users. Automatic control would ensure that the lighting is only be provided as required to reduce energy consumption. The lighting in the parking areas would remain on at a pre-determine low output, for example 10%, when sufficient daylight is not available. This will ensure that the parking areas are never in complete darkness, whilst minimising light pollution and running costs.

The south elevation provides the main interface with the new area of public realm. The living green wall required a simple and complementary lighting solution. Linear luminaires with wall wash optics would be installed on each planter.



Lighting system for the proposed building

Lighting controls would allow the feature lighting to be programmed and triggered by specific events allowing for interesting displays.

All primary entrances to the building would have lighting in the interest of safety.

Noise and disturbance

A noise assessment identifies that the surrounding area is characterised by residential and commercial buildings which are likely to be sensitive to changes in noise during the construction and when the Hub becomes operational.

The main sources of noise would be from construction activities and associated traffic during the construction phase and operational impacts from building services plant and operations from the commercial unit together with comings and goings from the Hub through traffic (deliveries and vehicles).

The noise impacts during construction would be acceptable provided that strict operating and delivery hours are adhered, the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents and businesses.

When the Hub becomes operational, the assessment advises that there would be no unduly harmful impacts on surrounding residents, business or users of the adjacent Ancoats Green. The effects of deliveries to the Hub are minimised through the vehicles entering and unloading in a covered area. This route is also circular, so vehicles would not need to reverse. The last mile deliveries from the Hub would be by electric vehicles which would minimise noise. Traffic noise from cars driving within

the car park is not expected to be significant and would not be materially different from the existing open car park.

The plant to the Hub has not yet been specified but suitable mitigation can be put in place to ensure that it has no unduly harmful impacts.

Environmental Health concur with the findings. Further details are required once the plant specification has been selected together with the final specification of the delivery section of the Hub to ensure no noise outbreak. The commercial accommodation also requires the final specification to be agreed.

Provided that construction activities are carefully controlled and the plant equipment and acoustic of the delivery area and commercial unit are appropriately insulated to prevent noise outbreak, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The commercial unit would generate waste and recycling of around 8,400 litres per week. There would be a small amount of waste management required from the general usage at the Hub. A waste management strategy has been prepared in line with City Council guidance. The following amount of waste storage would be required for this use: General/organic – 4 x 1100 litre bins; Paper/card – 2 x 1100 litre bins; and, Plastic/metal/glass – 2 x 1100 litre bins.

The refuse store would be on the ground floor of the Hub. On collection day, the bins would be moved to the kerb on Poland Street and promptly moved back to the bin store. The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

The Mobility Hub would be inclusively designed to ensure it is a fully accessible environment in line with relevant Regulations and policy DM1. Pedestrian entrances would be step free. There would be lift access in the two cores providing access to all levels of the Hub with refuge spaces within the stair cores. A complaint disabled toilet would be located at the ground level cycle Hub.

There would be 24 spaces (6%) for disabled people distributed across the floor levels. These would be positioned closest to the primary stair/lift core on flat surfaces. The headroom to these parking bays would be in excess of 2.6 metres.

At the vehicular entrance to the Hub, the ticket equipment would be capable of being used without the driver leaving their vehicle.

Lighting and security measures would ensure that users of the Hub and areas of public realm around the site are safe and secure at all times of the day. Increased natural surveillance, particularly to Ancoats Green, would make the area feel safe which would only increase as new developments in the area are occupied.

Highways and transport considerations

A Transport Assessment notes the city centre location and proximity to a range of multi-modal public transport connections together with walking and cycling routes. The footpaths around the site provide access to local services, amenities and recreational facilities. The canal towpath and bridges provides connections to public transport at New Islington (950 metres) and Holt Town Metrolink (1.2km) stops.

There are cycle routes in the area which would also be completed by future improvements in cycle infrastructure as part of the Bee Network improving the connectivity of Ancoats. The site is close to Piccadilly and Victoria train stations with bus stops and the Shudehill Interchange nearby.

The impact of the proposal on the capacity of a series of junctions has been assessed where the percentage impact was greater than 5% at that junction. The impacts on the majority of the junctions would be negligible but the Rochdale Road/Livesey Street junction would worsen and without mitigation could become saturated with traffic and mitigation is required. These measures would be secured by planning condition alongside traffic calming measures in the form of a coloured raised table near the entrance to the site to slow vehicle speeds as well as Traffic Regulation order along Poland Street to prevent on street parking in the vicinity of the site in the interest of safe access to the Hub.

The effects of not providing the Hub would result in trips throughout Ancoats undermining the desire to prioritise pedestrian and cyclist. This was further exacerbated by the effects of uncoordinated delivery vans. The assessment concluded that the Hub provided a betterment in terms of traffic management and Highway Services concur.

The proposal complies with policies SP1, T1 and T2 of the Core Strategy and paragraphs 102-111 of the NPPF. The Hub would become a new and innovative component in the City's transport infrastructure. Ancoats is identified with the City Centre Transport Strategy as a suitable location for a Mobility Hub. The proposals position in the heart of the Poland Street Zone would enable the Hub and its users to take advantage of the proximity of other transport infrastructure, walking and cycling routes for making linked trips around the city centre and beyond.

The provision of 25% electric vehicle charging, car club and car share provision along with 150 cycle spaces and space for e-bikes as part of the TfGM initiative, offers a unique product to Ancoats providing an alternative to car ownership as well as supporting the modal shift away for petrol/diesel vehicles. The level of provision is comparable or better than other similar facilities in the Regional Centre and would allow residents and commuters the opportunity to continue their journey on other sustainable modes.

Travel planning would maximise the Hub's potential and support its evolution to 100% electric provision as demand rises. Provision of TROs along Poland Street would complement emerging public realm and traffic management measures in the Poland Street Zone.

Digitally enabled infrastructure to enable access to the Hub's facilities via an app would enable residents and commuters to be informed of other sustainable transport options, including public transport, within the local area. The applicant has also been working alongside TfGM to determine if the Hub can be digitally integrated into Greater Manchester wider transport infrastructure network.

Flood Risk/surface drainage

The site is located in flood zone 1 '*low probability of flooding*' and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in rate of surface water run off and/or volume from development which may exasperate local flooding. Policy EN14 requires development to minimise the impact on surface water run off in a critical drainage area.

A drainage scheme provides an outline of measures to manage the effects of surface water. SuDS features have been incorporated into the paving and soft landscaping.

Further details are required to complete the drainage strategy to satisfy the provision of policy EN14 which should form part of the conditions of the planning approval.

Designing out crime

The CIS recognises that the development would bring vitality to the site and would present a more active frontages to improve natural surveillance. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

The site is contaminated from previous uses and would require remediation prior to any redevelopment works. Environmental Health agree that the further investigations are required together with the preparation of a final remediation strategy. The ground conditions are not complex so as to prevent the redevelopment of the site provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Demolition and Construction management

The work would take place close to homes and businesses and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Oldham Road and Great Ancoats Street which should minimise disruption on the local network. Consideration would need to be given to any cumulative impacts with the Eliza Yard development if the two

developments are brought forward at the site time. The applicant is committed to communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

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

Local and public opinion

Comments have been received which both support and object to the proposal

The comments in support of the proposal remark on the ambitious nature of the proposal in terms of its ability to integrate itself into the city centre transport network and infrastructure and the inclusion in the proposal of measures to offer alternatives to car ownership, cycle provision as well as the inclusion of electric car charging provision and coordinated delivery arrangements.

Comments which object to the proposal express concern that the proposal is no in line with climate change ambitions and efforts of reduce car journeys in the city centre and impacts on air quality. There are also concerns that the proposal would not be suitability integrated into the city centre walking, cycle and public transport network. Localised impacts on crime, traffic, daylight, noise and air pollution have also been raised on residents and local businesses as well as users of Ancoats Green which is used by children.

The issues raised have been comprehensively considered in this report. The Hub represents a £17 million investment in the Poland Street Zone. It would provide the infrastructure required to support the housing and population growth in the area in a sustainable way. The location in the city centre is suitable and is well connected to walking, cycle and public transport infrastructure. Whilst the Hub would be used for commuters and visitors to the area in the short term, the overall ambition is that the hub would preclude individual schemes from having to accommodate on site car parking provision, which would create pedestrian friendly and active streets. This would have the overall effect of reducing traffic through the area as well as coordinated deliveries. The provision of cycle, car and car club provision, provides real alternatives to owning a car. There is also significant commitment to electric vehicle charging infrastructure which exceeds levels found in similar city centre developments. This would support the modal shift from petrol and diesel cars.

Whilst it is noted that there is localised concern from residents and businesses, there would be no unduly harmful impacts that would warrant refusal of this planning application. Traffic levels would operate within acceptable limits and where there is localised issues, this can be suitably mitigated to minimise and harmful effects. The effects on air quality are considered in this report in detail. A variety of scenarios have been considered on all sensitives receptors in the area (including residential, commercial, schools and recreational areas). The overall magnitude of the effects is

not considered to be harmful and due regard has been given to all user groups. Mitigation is included in the scheme in the form of electric car charging provision and use of an all electric system. The Hub would be designed to be future proofed to benefit from increase electric car charging provision and greater use of renewable technology.

The impacts of construction would be carefully managed to ensure that there would be no unacceptable impacts on residents and local businesses. This would include a coordinated approach should the Eliza Yard development be progressed at the site time. The applicant is committed to a robust communication strategy with user groups in the area.

The regeneration effects of this development are significant and should be given significant weight in the determination of this planning application. Where harm arises this can be suitably mitigated to ensure that there would be no unduly harmful effects on the local area and everybody who lives, works and visits the area.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Poland Street Zone NDF specifically identifies the site for a development of up to 8 storeys. Ancoats has been selected as a preferred location for a Mobility Hub in the City Centre Transport Strategy to supply the infrastructure required to support a growing population which is expected to significantly increase as a result of residential developments in the area.

The Mobility Hub is an innovative concept to manage and support sustainable travel and car parking demands from local residents. 150 space secure cycle hub, centralised delivery hub together with car club/car hire facilities provide sustainable travel options. Vehicle trips in the area would be minimised as individual developments would not require parking. Centralising delivery reduces delivery vehicles from dominating the road network. This coordinated approach would create a more pedestrian and cycle friendly network of streets around Poland Street.

The Hub would be fitted with 25% electric vehicle charging points. All spaces would have the required infrastructure to enable them to be adapted in the future as demand for grows with the aspiration that all spaces would have electric capacity.

This Hub is wholly consistent with strategic planning policies and the long term regeneration objectives for the area as outlined within the Manchester Core Strategy (policies SP1, EC3, T1, T2 and EN8) and significant weight should be given to this (paragraph 80 of the NPPF).

Users of the Hub would be supported by travel planning measures to ensure the Hub is integrated into the wider city centre transport infrastructure in order to ensure

linked trips are made by walking, cycling and use of public transport (paragraphs 103, 105 and 111 of the NPPF).

The design would be low carbon meeting a high proportion of its energy demands through on site renewable energy (paragraph 131 of the NPPF).

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The Hub and its facilities are also fully accessible to all user groups.

The development would generate a minimal amount of waste which can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the historic environment with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 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 policies of the Unitary Development Plan, the Director 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 application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning

application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the justification for the Hub, siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

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

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

Drawings

9032-BA-XX-00-DR-A-(01)000, 9032-BA-XX-00-DR-A-(04)000 9032-BA-XX-00-DR-A-(01)001, 9032-BA-XX-00-DR-A-(01)002, 9032-BA-XX-00-DR-A-(04)010, 9032-BA-XX-00-DR-A-(04)000, 9032-BA-XX-00-DR-A-(04)001, 9032-BA-XX-00-DR-A-(04)002, 9032-BA-XX-00-DR-A-(04)003, 9032-BA-XX-00-DR-A-(04)004, 9032-BA-XX-00-DR-A-(04)005, 9032-BA-XX-00-DR-A-(04)006, 9032-BA-XX-00-DR-A-(04)007, 9032-BA-XX-00-DR-A-(04)008, 9032-BA-XX-00-DR-A-(04)009, 9032-BA-XX-00-DR-A-(05)001, 9032-BA-XX-00-DR-A-(05)002, 9032-BA-XX-00-DR-A-(05)003, 9032-BA-XX-00-DR-A-(05)004, 9032-BA-XX-00-DR-A-(05)005, 9032-BA-XX-00-DR-A-(05)010, 9032-BA-XX-00-DR-A-(05)011, 9032-BA-XX-00-DR-A-(05)012, 9032-BA-XX-00-DR-A-(06)002, 9032-BA-XX-00-DR-A-(06)003 and 9032-BA-XX-00-DR-A-(09)001 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021

Supporting information

Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation and input from Planit on landscaping; Heritage Statement prepared by Buttress Architects; Archaeological Desk Based Assessment prepared by Salford Archaeology; Flood Risk and Drainage Strategy prepared by Hill Cannon; Environmental Standards and Energy Statement prepared by Buro Happold; Planning Statement (including Green & Blue Infrastructure) prepared by Deloitte Real Estate; Statement of Consultation prepared by Deloitte Real Estate; Noise Assessment prepared by Sandy Brown; Air Quality Report prepared by Hoare Lea; Phase 1 Site Investigation Report prepared by E3P; Ecological Assessment prepared by Tyler Grange; Arboricultural Impact Assessment prepared by Tyler Grange; Transport Assessment prepared by Hydrock; Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects; Framework Construction Management Plan prepared by Manchester Life Strategic Development Company; Local Benefit Strategy: Statement of Intent prepared by Manchester Life Strategic Development Company; Crime Impact Statement prepared

by Greater Manchester Police; Ventilation Strategy prepared by Buro Happold; Daylight/Sunlight Assessment prepared by GIA; TV Reception Survey prepared by PagerPower; and, Operational and Car Parking Management Statement prepared by Manchester Life Strategic Development Company; Health Impact Statement prepared by Buro Happold; Strategic Case for the Hub prepared by Hillbreak; Technical Case for the Hub prepared by Deloitte; and, Sustainability Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

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

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

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

4) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
 ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
 iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Hill Cannon stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, (a) the development shall not commence until a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing site boundary and all proposed components, levels, inlets, discharge points and connectivity.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. Appraisal shall be presented.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area, which shall be no greater than 5 l/s;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Progression through drainage hierarchy shall be evidence-based: feasibility of infiltration discharge to be appraised. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Details of the proposed interceptor shall be given.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

7) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents/businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Methods to deal with the possible presence of badgers;
- o Parking of construction vehicles and staff; and

- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

9) a) Notwithstanding the Phase 1 Geoenvironmental Site Assessment, Manchester Life, Back of Ancoats Phase 1 - Mobility Hub, E3P, Reference: 18-868-R1-1, Dated: May 2021 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, the development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals
- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the first use of the development.

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

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

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

10) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

This shall include:

- Verification report providing photographic evidence of construction as per design drawings. For the avoidance of doubt this must include all key components including attenuation and flow control.
- As built construction drawings if different from design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

12) (a) Notwithstanding drawing 9032-BA-XX-00-DR-A-(04)000 and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, prior to the installation of the hard and soft

landscaping scheme, details of a hard and soft landscaping treatment scheme (including street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) Prior to the first use of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

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

14) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

15) Prior to any above ground works, a Noise Management Plan (NMP), to assess noise from all activities associated with the use of the central delivery hub, shall be submitted for approval in writing by the City Council as local planning authority. The approved plan, including any agreed mitigation measures, shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of delivery hub on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) The commercial unit, as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 202 shall can be occupied as Use Class E and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

17) (a) Notwithstanding the Noise Assessment prepared by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, prior to the first use of each the commercial unit as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, a scheme of acoustic insulation for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

(b) Prior to the first use of the commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report

and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

18) Prior to the first use of the commercial unit, as shown on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

19) Prior to the first use of the commercial unit as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

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

20) Prior to the first use of the commercial unit, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

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

21) Deliveries, servicing and collections including waste collections to the commercial unit and delivery hub, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) The commercial unit hereby approved, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 19:30
Sundays (and Bank Holidays): 10:00 to 18:00

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

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.

23) The commercial unit as shown on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

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

24) The development hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment

the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

26) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby existing residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

27) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development the Council as Local Planning Authority must acknowledge 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.

28) Notwithstanding the TV Reception Survey prepared by PagerPower, stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

29) Prior to the first use of the development, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall

then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Prior to the first use of the development hereby approved a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

31) The Mobility Hub hereby approved shall be used as a multi modal Mobility Hub (Sui Generis) including 408 car parking spaces, 150 cycle Hub and delivery Hub with ancillary commercial space (221 sqm) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - To ensure that the accommodation is used solely for the intended purpose – as a mobility hub and to safeguard the amenities of the neighbourhood; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of the hubs facilities pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

32) Prior to the first use of the development hereby approved, the 408 space car parking layout (including 24 disabled spaces) as indicated on drawing 9032-BA-XX-00-DR-A-(04)001, 9032-BA-XX-00-DR-A-(04)002, 9032-BA-XX-00-DR-A-(04)003, 9032-BA-XX-00-DR-A-(04)004, 9032-BA-XX-00-DR-A-(04)005, 9032-BA-XX-00-DR-A-(04)006 and 9032-BA-XX-00-DR-A-(04)007 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall be implemented and made available. The car parking shall remain available for as long as the Mobility Hub remains in use.

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

33) (a) Prior to the first use of the development, details, location and specification of electric car charging points for 25% of the car parking spaces hereby approved together confirmation that the remaining spaces be fitted with infrastructure for future electric car charging capability shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

34) (a) Prior to the first use of the cycle hub, the 150 cycle spaces, as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall be implemented and retained and maintained in situ for as long as the development remains in use.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

35) (a) Prior to the first use of the Mobility hub, the 20 car club spaces and 10 car share spaces shall be implemented, made available and retained in situ for as long as the development remains in use.

(b) The number of car club and car share spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional car club or car share space identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient car club and car share spaces at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those using the hub and encouraging sustainable travel options including measures to integrate into the city centre transport infrastructure and digital platforms;
- ii) a commitment to surveying the travel patterns of users during the first three months of the first use of the Mobility hub 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 Mobility hub, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

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

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

38) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Tyler Grange stamped as received by the City Council, as Local Planning Authority on the 3 June 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those

areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

39) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the Mobility Hub (including cross sections) as indicated on drawings 9032-BA-XX-08-DR-A-(04)008 and 9032-BA-XX-08-DR-A-(04)009 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- SCOOT revalidation for the junction of Rochdale Road and Livesey Street;
- Installation of a camera at the junction of Rochdale Road and Livesey Street;
- Installation of a junction plateau and tactile paving at Poland Street/Silt Street and George Leigh Street;
- Give-way markings to the exit points and an upright signs to distinguish between the two entrance points;
- Dropped crossings to facilitate entrance to the Mobility Hub
- Installation of tactile paving and footway resurfacing
- Introduction of Traffic Regulation Orders within the vicinity of the development.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

41) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

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: 130627/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

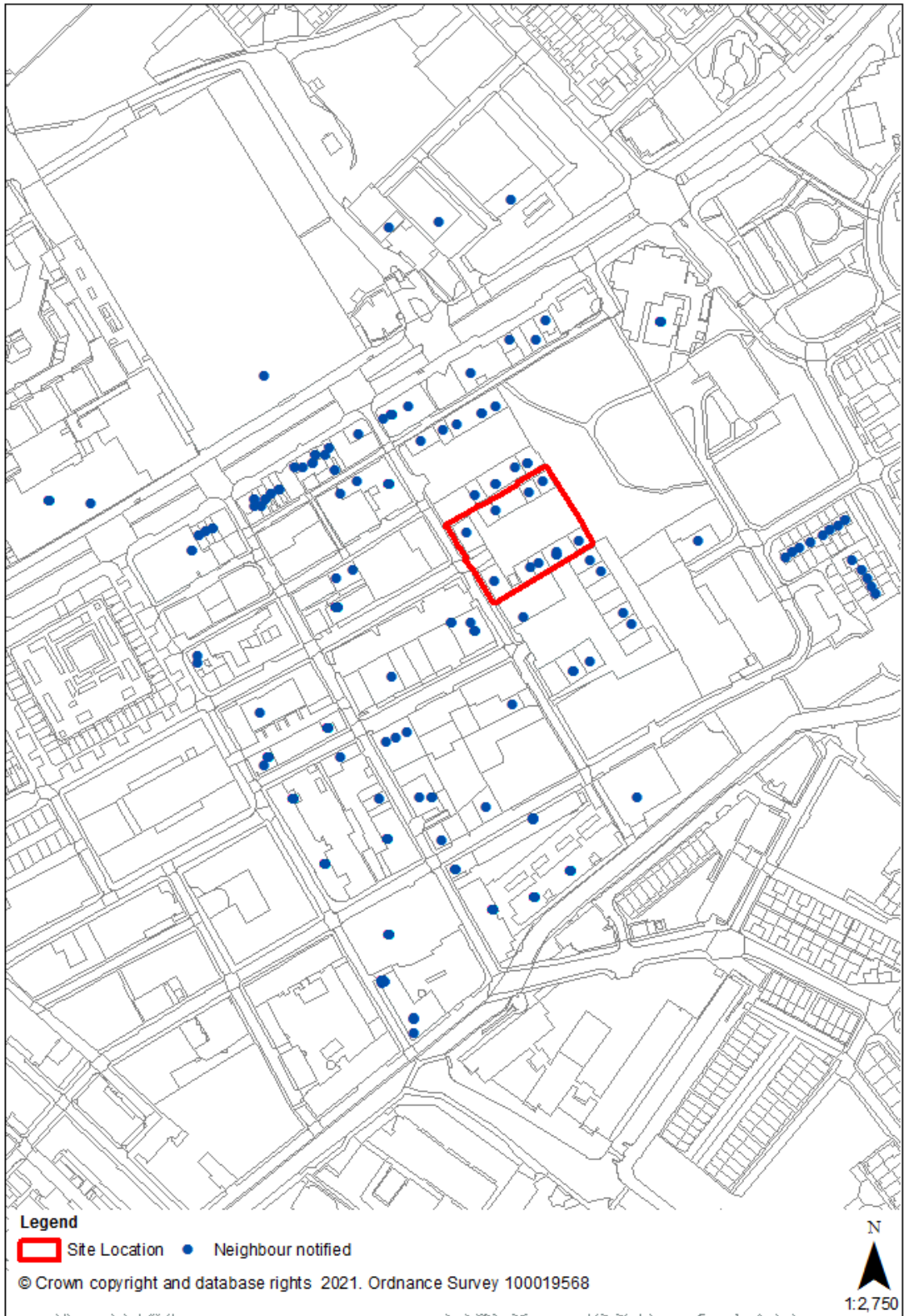
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Strategic Development Team
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
National Amenity Societies
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 : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
130354/FO/2021	11th May 2021	29th Jul 2021	Ancoats & Beswick Ward

Proposal Erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works

Location Land on The Corner Of Poland Street And Jersey Street, Manchester, M4 6JW

Applicant Manchester Life Development Company 2 Limited, C/o Agent

Agent Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 118 residential apartments and ground floor commercial floorspace (Class E) in an 8 storey building with hard and soft landscaping.

1 letters of support and 9 objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed with the most recent use as a temporary 88 space car park. The site forms part of the next phase of regeneration activity known as the Poland Street Zone in Ancoats.

This development would be one of the first residential developments in the Poland Street Zone alongside the Mobility Hub which would bring forward the infrastructure to support the new homes and population growth in this new neighbourhood.

The proposal would provide one, two and three bedroom accommodation which meet the Council's space standards. The development would be car free and have an intrinsic link to the Hub. Two bays for disabled people would be provided on site and would be fitted with an electric car charging point. Active street frontages would be provided by commercial units as well as the provision of street trees.

Economic 210 Jobs would be created during the construction process along with 127 indirect jobs through the supply chain. 70 jobs would be created when the development becomes operational. There is also the opportunity to provide jobs

through the applicant apprenticeship programme. £1.7 million in Council Tax and Business rates is expected to be generated over a 10 year period.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. New commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 2 parking spaces for disabled people. Crime and anti social behaviour would be minimised through robust measures and a effective lighting scheme.

Environmental This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a significant amount of its energy through renewable technologies. 100% on site cycle provision would be available with car club and car share being available through the Mobility Hub and electric vehicle parking. There are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment The development would form a new and significant building in the Ancoats Conservation Area. This would create a low level of less than substantial harm to the conservation area which is outweighed by the strong and compelling regeneration benefits of this scheme. .

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

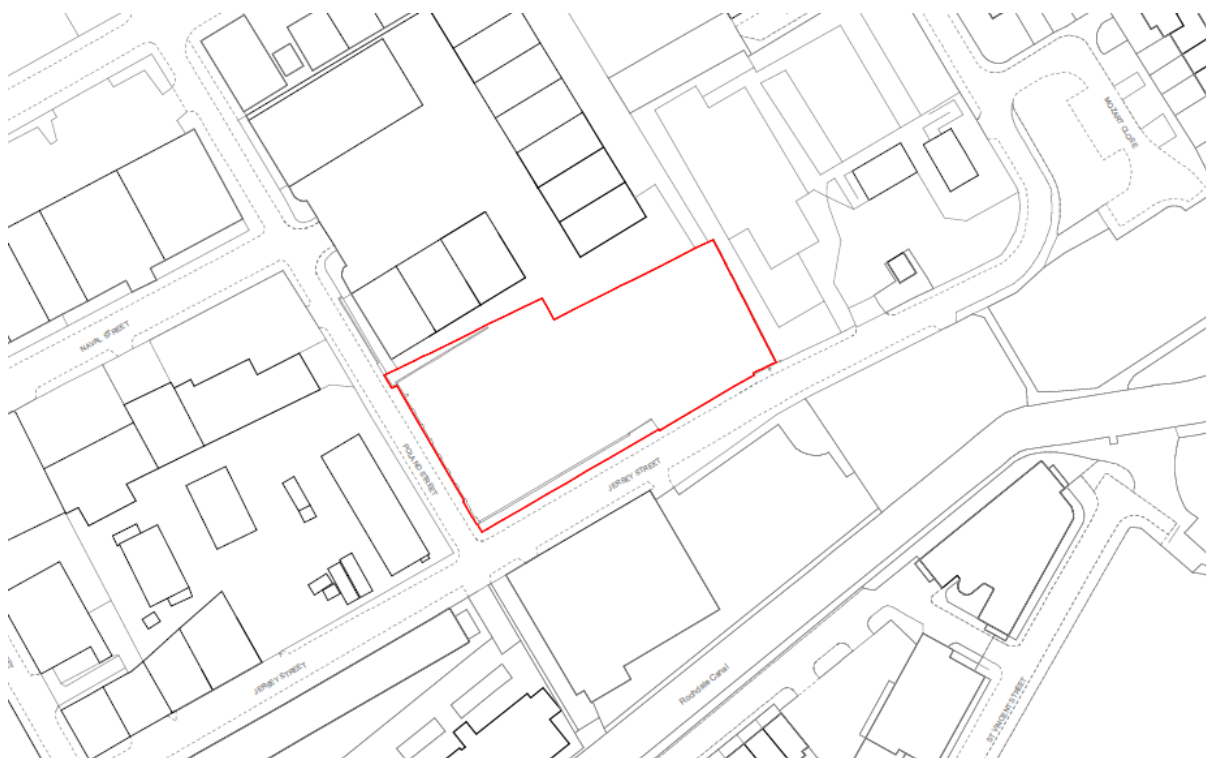
Description

The site is 0.24 hectares and bounded by Poland Street, Jersey Street, the City Court trading estate and a surface level car park. The site is in Ancoats close to New Islington and Miles Platting. These are areas which have seen significant investment in housing and place making. The site is vacant, consists of hard standing and scrub planting having been previously used as a low quality 88 space car park.

The Ancoats area is characterised by medium to high density residential developments, with ground floor commercial uses, either within new buildings or conversions, concentrated around Cutting Room Square.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses as well as Ancoats Green.

Cotton Field Park, New Islington Marina New Islington Free School (along Redhill Street) and the Medical Centre (along Old Mill Street) provide essential amenities for residents in Ancoats and New Islington.



Location plan

The site is in the Ancoats conservation area and the following listed buildings or structures are within a 250 metres of the site, Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Little Mill (Grade II), Union Street Bridge (Grade II) and Victoria Square (Grade II). There are archaeological remains.

The site is in Flood Zone 1 and is in a critical drainage area. The site is not in an Air Quality Management Area (AQMA), but it is approximately 40 metres to the north along Oldham Road. Traffic associated with the development is likely to use roads in the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools.

The applicant is working with Great Places and the City Council, to deliver the regeneration objectives of Ancoats and New Islington and Poland Street Zone Neighbourhood Development Frameworks (NDF).

Sites will be brought forward for new homes, including affordable housing, with other public benefits. This application, forms part of this strategy to bring forward a coordinated approach to parking, cycle, deliveries and place making to support the provision of new homes in Poland Street.

This application is brought forward alongside other proposals by the strategic partnership in order to realise the benefits described above. These are:

- Mobility Hub (130627/FO/2021) for the Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary
- Downley Drive (130390/FO/2021) for the erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new affordable homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

These applications are being considered together to realise the public benefits of them being implemented as a package.

During the construction phase approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. Indirect benefits in the local supply chain from construction would create approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals would generate circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits and would contribute to the continued regeneration of east Manchester

The Proposal

The proposal is for an 8 storey building creating 118 homes with 38 one beds (32%), 72 two beds (63%) and 8 x three beds (5%). There would be a ground floor commercial unit (Class E). The commercial units would provide active frontages to Poland Street and Jersey Street. The homes would have a combination of Juliet balconies and terraces providing access to outside space and additional light.

The facades would consist of two main materials – brick and terracotta. The use of terracotta provides a reference to the historical glass works in the area.

The development would improve the pedestrian environment with footway resurfacing and tree planting. A private residents courtyard to the rear of the building provides communal space for residents. An area of grassland is proposed along the north eastern boundary. A contribution would be secured as part of this proposal for wider public realm improvements in the Poland Street Zone. This would be secured through the City Council's land interest in the site.

The building would be energy efficiency and be a low carbon development. There would be 2 parking bays for disabled people fitted with an electric vehicle charging

point and a loading bay. A secure cycle store would accommodate 118 cycles. Parking would be provided at the Mobility Hub which is being considered under planning application 130627/FO/2021. 30% parking would be available to this scheme..

Two refuse stores would be located by the lift cores on the ground floor. A large holding store would be operated by the facilities management team. The commercial unit would have its own store. Recycling would be prioritised. On collection days, the bins would be moved to Poland Street and collected via a new loading bay.

The Planning Submission

This planning application has been supported by the following information:

- Design and Access Statement
- Heritage Assessment
- Archaeological Desk Based Assessment
- Flood Risk Assessment and Drainage Strategy
- Environmental Standards and Energy Statement
- Sustainability Statement
- Acoustic Report
- Air Quality Assessment
- Phase 2 Geo-environmental Survey (including Ground Gas Assessment)
- Ecology Report
- Arboricultural Impact Assessment and Method Statement
- Transport Statement
- Framework Travel Plan
- Waste Management and Servicing Strategy (including MCC's Waste Proforma)
- Framework Construction Management
- Local Benefit Scheme
- Crime Impact Statement
- Ventilation Strategy
- Daylight and Sunlight Impact Assessment
- TV Reception Survey and Broadband Connectivity Assessment
- Residential Management Statement
- Financial Viability Assessment
- Statement of Consultation
- Planning Statement

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

Local residents/local businesses/public opinion

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of a Listed Building and conservation area. Site

notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses.

The comments received can be summarised below.

1 letter of support has been received which states they support the continued regeneration of the area.

9 objections have been received (7 from residents and 2 from local businesses) which can be summarised as follows:

- The 8 storey building is out of keeping with the other buildings in the Poland St building corridors. A 4-6 storey) would be more consistent with the development framework. ;
- The building would be higher than New Little Mill and Beehive;
- If more flats are built it would be hard to park in the area;
- The proposal would block light into nearby residential developments;
- The construction would severely impact on local businesses and disruptive in the local area including noise, air pollution and inevitable dust and dirt.

Highway Services The proposal is unlikely to generate a significant increase in vehicular trips and there are no network capacity concerns. The 40 parking spaces in the hub (33%) is acceptable. This hub would also provide car club facilities, bike and e-bike hire and parcel delivery centre. A scheme of highways works shall be agreed along with a construction management strategy.

Environmental Health recommends conditions regarding hours for deliveries and servicing, plant, fume extraction, construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the residential and commercial accommodation. The waste management strategy is acceptable. The air quality assessment is acceptable subject to electric car charging points to the disabled bays. Further ground condition investigations are required including a verification regarding contamination on completion of the development.

Works and Skills Team recommend that a local labour scheme is a condition.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency have no objection subject to the inclusion of conditions to ensure that there would be no unacceptable risk to controlled waters.

Neighbourhood Services (Trees) advise that no trees to be removed and the planting plan appears to be acceptable.

Canal and River Trust further consideration should be given to the public realm interface with the former canal arm, that a construction management plan minimises the impact on canal and that there is not drainage into the canal.

Greater Manchester Archaeology Advisory Service (GMAAS) there are archaeological remains of workers housing and the former canal arm may survive in situ and would merit archaeological recording.

Greater Manchester Ecology Unit (GMEU) have no objection.

Historic England do not believe that the proposal would harm the significance of the conservation area and have no objection.

The proposals would develop a gap site at the junction of Poland Street and Jersey Street whose open nature is at odds in the relatively tight development pattern found in Ancoats, and is an uncharacteristic visual intrusion. There is no objection to its redevelopment, and this application presents a positive opportunity to respond to the currently ill-defined nature of Poland Street.

The large building would be a dominant feature in the conservation areas streetscape. While the conservation area is partially characterised by large dominant buildings, particularly a number of the mills and warehouses, it also has smaller scale buildings of a more domestic scale, which contribute to its character and interest.

In this instance, however, given its prominent corner location, and the fact that it could form an anchor point for the regeneration of Poland Street, it is accepted that it is appropriate for this site to accommodate a larger building.

Design for Security at Greater Manchester Police the development should be carried out in accordance with the submitted Crime Impact Statement and this should be a condition.

Policy

The Development Plan

The Development Plan consists of the Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality homes and public realm in a highly sustainable location in a strategic regeneration area.

SO2. Economy – High quality homes in this sustainable location would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. The development is supported by a travel plan and 118 cycle spaces. The landscaping includes street trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Jersey Street and Poland Street in this strategic regeneration area. The building would be a high quality addition to the street scene and complement existing and recent developments in the area.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a significant gap site within the Poland Street Zone regeneration area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats and New Islington. It would be fully accessible with secure parking space for disabled people fitted with an electric vehicle charging point. The remainder of the parking would in in the Mobility Hub.

Policy T1 ‘Sustainable Transport’ - The site has access to all public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. There would be a range of accommodation and the larger apartments and townhouses would be attractive to families. The courtyards would include amenity spaces with adequate cycle and waste management arrangements which would support recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in the Poland Street Zone and add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

Policy H4 'East Manchester' – The proposal would provide high density accommodation with 69% being two and three bedroom and suitable to families.

Policy H8 'Affordable Housing' – Affordable Housing would be provided on the Ancoats Dispensary and Downley Drive developments which are linked to this application. This is considered further within the report.

Policy EN1 'Design principles and strategic character areas' - This high quality scheme would enhance the regeneration of the area.

Policy EN3 'Heritage' - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' –The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed along with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 'Green Infrastructure' – Large areas of hardstanding mean the site is of low ecological and biodiversity value. The development would provide street trees, planting and landscaping and would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value, the trees and planting represent a significant biodiversity enhancement. Vegetation clearance should not occur during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of construction activities 88 parking spaces would be removed significantly reducing vehicle trips. A travel plan, 118 cycle provision and electric car charging points would minimise the operational aspects of the proposal..

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site as a gas works means there is evidence of below ground contamination which could impact on ground water at the site. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former gas works require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – the waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

DM2 'Aerodrome safeguarding' the proposal are not considered to impact on aerodrome safeguarding at Manchester Airport.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to a commuted sum of public realm improvements within the Poland Street Zone.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC18 'Conservation Areas' – The impact on the Ancoats conservation area is considered in detail in this report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings.

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

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

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

Other material policy considerations

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

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

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, that further refined the development principles for the Poland Street Zone.

Ancoats and New Islington NDF – Poland Street Zone (2020)

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present*

without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 118 new homes, 80 (68%) of which two and three bedroom properties thereby meeting a range of household needs. There would be no on site affordable housing within this development. Affordable housing would be delivered on alternative sites within the strategic partnership which is considered elsewhere within this report.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site and along with limited car parking. Disabled residents would have access to disabled car parking space. New public realm would provide outdoor recreation for proposed residents.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel to the site together with access to the infrastructure within the Mobility Hub which is being considered by way of a separate, but parallel, planning application. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;

- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage the use public transport, walking and cycle routes to the site.

Limited levels of onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by the infrastructure provided within the Mobility which would provide 30% of the car parking needs for this development as well as access to electric car charging technology, cycle parking, car share and car club and centralised delivery hub. This would support a shift away from petrol/diesel cars, reduce car journeys and provide an alternative to car ownership.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to

submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states 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, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would result in some low level harm to the surrounding historic environment. This low level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The Poland Street Zone has been identified for high density housing to meet identified population growth. A variety of housing types are proposed and be attractive to families. The proposal would be one of the first key proposals in this area and would build on the regeneration activity which has taken place over the last seven years in the front of Ancoats.

This is a previously developed brownfield site and would provide new homes in a highly sustainable, well-connected location and would bring new footfall into the area as well as acting a catalysis for other development in the area.

118 homes would be provided in one, two and three-bed apartments and would be suitable for and attractive to families. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people. Active ground floor uses and public realm would animate and enhance Jersey Street and Poland Street.

The proposal would have a strategic link with proposals for the Mobility Hub, Downley Drive and Ancoats Dispensary. The Hub which would meet the parking and infrastructure needs of this development allowing for more active frontages and pedestrian friendly streets. The other two sites would provide 107 affordable homes in the ward which would be available for social and affordable rent and shared ownership. This would help realise the visions set out in the various development frameworks for the area as underpinned by policy SP1 of the Core Strategy.

The development would deliver significant economic and social benefits and create 210 construction jobs and 317 indirect jobs through the supply chain. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of the proposal. 118 new homes would create additional Council Tax revenue of £1.7 million in a ten year period (£175,215 per annum).

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, H4, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The application proposes 118 homes for open market sale. The delivery of homes and the regeneration of the Poland Street area is a key priority for the Council. The proposal would develop a brownfield site, that currently makes little contribution to the area, create active street frontages and public realm. It would be a high quality

scheme in terms of its appearance and would comply with the Residential Quality Guidance. A Commuted sum would also be secured for off site public realm improvement works. All these matters have an impact on the scheme's overall viability

The strategic partnership between the applicant, the City Council and Great Places, are progressing a package of schemes to deliver significant public benefits to this area including affordable housing. 107 affordable homes would be delivered on sites in the ward, at Downley Drive and Ancoats Dispensary. 84 of those new homes would be for social rent, 11 affordable rent and 12 shared ownership.

An independently assessed viability appraisal has shown that a further contribution to affordable housing at this development would render the scheme not viable. Affordable housing is being secured in the ward by the strategic partnership. There is also monies which would be secured through the City Council's land interest in the site which would seek to make public realm improvement in the wider area delivering upon strategic priorities in this part of the City Centre.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

The proposal would remove 88 temporary parking spaces from the site. The development would be car free with the exception of two bays for disabled people which would be fitted with an electric charging point. A travel plan would encourage residents to take advantage of the excellent public transport and ensure vehicle trips are low. A secure cycle store would provide 100% provision.

The building would be all electric and benefit as the grid decarbonises. The building fabric would be highly efficient to prevent heat loss together with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. These measures would ensure highly efficient heating and cooling systems. There would also be renewable energy generated at the site from photovoltaic panels to the roof.

These measures would enable the development to achieve a 14% improvement on Part L (2013). This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010 (or 9% over Part L 2013) Building Regulations. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

The proposal would also be adapted to climate change through the provision of new green infrastructure including landscaping, trees (including street trees) and an efficient drainage system to minimise the effects of surface water.

Impact of the historic environment and cultural heritage

The site is in the Ancoats Conservation Area. There are no immediately adjacent listed building but there are views where the development would be seen with listed building. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact and contribution of the proposal on the conservation area and on important views and on the setting of Listed Buildings.

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal and the nearby housing. Lower rise commercial and residential buildings are found in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The urban grain around the site and this part of the conservation, generally consists of low quality surface level car parking and low rise industrial buildings. There are modern residential buildings but the area is highly fragmented. Whilst the grid network of roads remains, the area lacks the quality of buildings and listed assets found elsewhere in the conservation area. The removal of the vacant site represents an opportunity to enhance the character, appearance and significance of the conservation area. The vacant nature of the site has a neutral impact on the conservation area.

The heritage statement identifies a number of key views for the purposes of assessing impacts on the conservation area. These are:

- West east along Jersey Street;
- East west along Jersey Street;
- Corner of Jersey Street and Poland Street; and
- North south along Poland Street.

Consideration of the impact of development on each view is considered below.

West east along Jersey Street

This view contains a large number of heritage assets such a grade II* Beehive Mill and grade II New Little Mill. This view highlights the existing urban grain and sense of enclosure along Jersey Street as well as the robust use of materials along this primary route in the conservation area.



West east along Jersey Street – existing

The proposed would remove a vacant site in the conservation area. The new building would be at back of pavement line and support the existing street layout. The development would noticeably larger than the other smaller buildings in the view, however, it provides a sense of enclosure which is replicated by Beehive Mill. The dark red/purple tone brick provides a complementary palette of materials in the conservation area.



West east along Jersey Street – proposed

East west along Jersey Street

This view is situated along the redundant Jersey Street canal arm and provides a central route connecting Miles Platting to Ancoats. The view highlights the poor urban grain in this location with Beehive Mill forming the backdrop to the view.



East West along Jersey Street – existing

The proposed view demonstrates the impact that the development would have on the immediate street scene. It would remove the vacant site from the conservation area and re-established development to the back of footpath edge. The variety and contrast of the brick end gables with the central glazed terracotta are evident and break up the massing of the building.

The commercial uses provide active frontages along with the deep inset balconies to the corner of the building provide natural surveillance to the street.



East West along Jersey Street – proposed**Corner of Jersey Street and Poland Street**

This view highlights the poor urban grain in the area and impact of the current condition of the site. The importance of the grid network is reinforced along with development at the back of footpath. Corners are highly significant within the context of the conservation area which is weakened by the vacant nature of the site and lack of development to define the street edge.

***Corner of Jersey Street and Poland Street – existing***

The view demonstrates the positive impact of re-establishing the corner with built form within the conservation area. The active street edge provided by the commercial units and new public realm works in the form of the street trees provides an enhanced pedestrian link towards Miles Platting.



Corner of Jersey Street and Poland Street - proposed

North south along Poland Street

There are no heritage assets in this view. The conservation area is highly fragmented by the low rise modern industrial buildings. The car park to the right demonstrates the impact of poor quality spaces to the area. Notwithstanding this, the grid pattern is evident which is a defining characteristic of the conservation area. There are distant views of modern buildings within New Islington in the distance.



North south along Poland Street – existing

The proposal highlights the strong positive contribution that the development would have on the area. The grid pattern and footpath would be reactivated by built form as with definition to the street corner. The change in materials on the building is evident along with the change in massing from the building shape.



North south along Poland Street – proposed

This would be a major development in the Conservation Area. The scale of the change is moderate but the scale of the development makes a recognisable change. This amounts to less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 193 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

Historic England have raised no objection to the proposal and do not believe that the proposal would harm the significance of the conservation area. Whilst they acknowledged that this development would result in a dominant feature in the conservation area, its corner location would form an anchor point for the regeneration of Poland Street and on that basis accept that a larger building would be acceptable.

The development would be a large and significant building. The character of the conservation area is in part defined by its variation in scale of buildings. The Poland Street NDF anticipates development of this scale but this would cause some harm. Notwithstanding this, the massing and use of materials creates a striking feature on the corner of Poland Street and Jersey Street together with adopting many of the key features of older buildings in the conservation area such as being located along the street edge, use of masonry and regular window arrangements.

The proposal would result in a low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

Impact Assessment

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring 118 new homes in a highly sustainable part of the city centre.

The key views demonstrate how the development would have a beneficial impact on the majority of views and the significance of the conservation area through its use of materials, position back of footpath (providing an enhanced sense of enclosure along Jersey Street) and re-establishing development on the Poland Street/Jersey Street corner. Whilst the building would be large, it would contrast with the smaller buildings in the conservation area. The west-east view down Jersey Street contains the highest concentration of heritage assets, however, they would all remain legible and understood with their setting being enhanced through the redevelopment of the vacant site with a high quality development.

Street trees and resurfacing along Poland Street and Jersey Street would enhance the public realm together with active street frontages and frontages to possible public realm improvement to the east of the site. This would also have biodiversity benefits.

The proposal would see the creation of 210 full time equivalent jobs during construction and 317 jobs in the supply chain. 70 full time equivalent jobs would be created when the building is operational through management and operations of the building and the commercial units. These social and economic benefits would be secured through a local labour agreement to prioritise local residents. The applicant is exploring how apprenticeships can benefit this scheme, and others, which are being brought forward by the applicant and their strategic partners.

There would also be Council Tax receipts and business rates which is estimated to be in the region of £1.7 million over the next ten years (£175,215 per annum).

This would be a low carbon building. An all electric system would benefit from a decarbonising grid. On site energy demands would be met from photovoltaic panels to the roof. The development would be car free with access to the facilities in the nearby Mobility Hub. There would be two on site bays for disabled people fitted with electric car charging points. 100% cycle provision would be available.

Whilst there would be some heritage impacts, these would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of

the Listed Buildings Act, and paragraph 193 of the NPPF, 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 paragraph 196 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to former works housing and the redundant canal arm. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The design would deliver the strategic objectives of the Poland Street Zone NDF in terms of its appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The building is U shaped and at back of pavement to Jersey Street and Poland Street. It would redefine the street edge and respond positively to the prevailing character of the conservation area which sees many of the historical buildings arranged in this way. The pedestrian entrance would be from Jersey Street into a communal lobby area. The bike store, resident's amenity space, bin store and staff areas and parking for disabled people would be on the ground floor.

There would be five commercial units on the ground floor accessed from Jersey Street and the future area of public realm to the east of the site.



Ground floor layout

Floors 1-5 each contain 18 one and two bed apartments. Lift cores are positioned at either end of the building. There are 3 bed duplexes on the 6th floor and 7th floor provides the upper floor accommodation of the duplexes. The accommodation would be pulled back to reduce the buildings mass.

This would be a significant development in comparison with the existing vacant nature of the site. However, it would be in line with the emerging character for this part of Poland Street where buildings up to 8 are appropriate.

The massing of the building has been broken down into three distinct elements which is also reflected in its materiality.



Image of the appearance of the building from the corner of Jersey Street and Poland Street

Two building would have two main materials. A red/blue brick to the gable end blocks and the central link building in a glazed green profiled terracotta. Inset balconies would help to define the corners with Juliet balconies to the main façade.



Jersey Street façade

Large floor to ceiling heights to the ground floor commercial units would provide large areas of curtain walling and provide natural surveillance. Regular, deep window arrangement would relate to the historical mill buildings in the conservation area.



Brick detailing



Terracotta detailing

The implications for the conservation area are considered elsewhere in this report. There would be no unduly harmful significant visual effects. The development would be an early development acting, alongside the Mobility Hub, and act as a catalyst for future regeneration activity. As other developments come forward, the development would become part of a more established street scape.

Conditions would be used to ensure that the are acceptable to ensure the architecture is delivered to the required standard.

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

The site occupies a prominent corner at the junction of Jersey Street and Poland Street. The proposal would cover the majority of the site, at back of footpath.



Proposed landscaping layout

The footways around the site would be resurfaced and 4 trees would be planted on Jersey Street.

A courtyard at the rear of the building would provide a communal amenity space for the residents. This would include break out spaces as well as a garden area for larger social groups and contain trees, planting, seating and lighting. There would be a small external area along the eastern part of the building which would provide external seating for the commercial unit which would overlook a future area of public realm which would be delivered as part of public realm works in the area.



Image from within the courtyard

Final details of the hard and soft landscaping scheme would be agreed by planning condition.

Impact on Trees

One tree and one tree group were identified during the tree survey, both Category C (Low Value).

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. The removal of the trees is required to comprehensively develop the site. It could not take place if the trees were incorporated into the scheme.

As the trees are in the conservation area, this application includes a notice of intent to remove the trees. Whilst this would remove soft landscaping, their overall value to the setting and visual amenity of the conservation area is neutral. The vegetation at the site is self seeded and unmanaged. The redevelopment and the significant regeneration benefits outweighs any loss of trees from the site.

In order to satisfy policy EN9, soft landscaping and trees are proposed, 18 trees would be planted in the courtyard and along Jersey Street. This would adequately compensate for the loss of trees in both quantitative and qualitative terms. This would also offer biodiversity improvements providing new habitats for wildlife and an enhanced setting to the building and wider street scene.

Impact on Ecology

The development would not result in any significant or unduly harmful impacts to local ecology as the site currently consists of hardstanding and scattered shrubs. The landscaping, street trees and bat and bird boxes would enhance green infrastructure and biodiversity and a condition would agree final details in order to comply with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

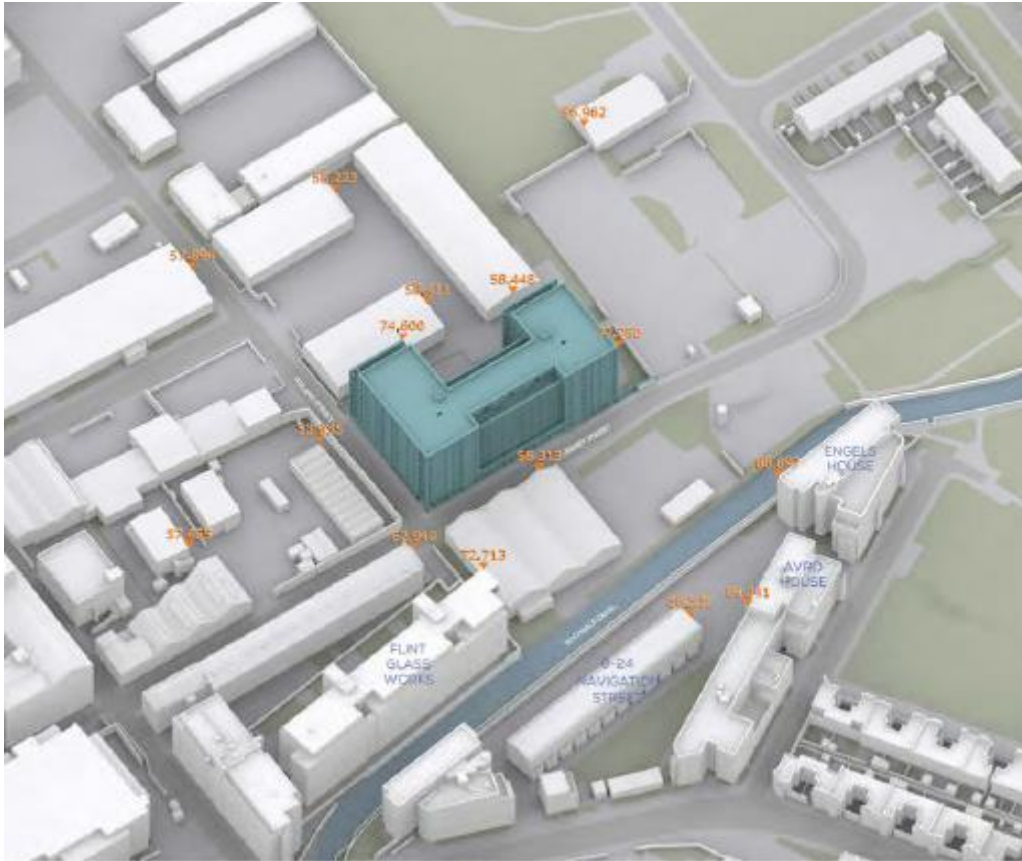
(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- Engels House
- Avro House
- 8-24 Navigation Street
- Flint Glass Works



Properties assessed for daylight and sunlight

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Engels House - South east of the application site

29 windows/29 rooms were assessed for daylight. The report concluded that all the windows/rooms surveyed would continue to fully accord with the BRE target for VSC and daylight. Sunlight impacts were not considered as there were no rooms which face within 90 degrees of due south.

Avro House - South east of the application site

31 windows were assessed, to 27 habitable rooms. 21 windows (68%) currently achieve the 27% VSC target. 10 windows do not. 27 rooms were assessed for NSL and currently meet the BRE criteria.

There would be one window affected as a result of the development with all the other windows currently meeting the VSC and NSL target without the development in place.

This window is a living/kitchen/dining room located on the first floor and would not meet the NSL and VSC daylight criteria. This room is located beneath a balcony and recessed into the building which makes it difficult for daylight to reach the window.

In terms of VSC daylight, the window is reduced by 21.8%, which is marginally short of the target reduction of 20% and therefore considered minor given the urban context of the site. There is a second window to the room, and the BRE guide states that, where a room is served by more than one window of similar sizes, the mean VSC can be calculated. The second window to this room would meet the VSC criteria. As such, whilst one window does not meet the BRE target, when the mean VSC is calculated between all windows, the room does. All rooms within the property would therefore meet the VSC daylight target.

The NSL daylight reduction with the proposal in place is 23.9%, which is marginally short of the 20% target reduction and therefore considered minor. The room would also be left with direct sky light to 70% of its area with the proposal in place, which is considered acceptable for the site's location in a dense, urban area.

No rooms face within 90 degrees of due south and, as such, an APSH assessment has not been undertaken.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

8-24 Navigation Street – south of the application site

8 windows/8 rooms were assessed for daylight. The report concluded that all the windows/rooms would continue to fully accord with the BRE target for VSC and daylight. Sunlight impacts were not considered as there were no rooms which face within 90 degrees of due south.

Flint Glass Works - South west of the application site

40 windows were assessed, to 33 habitable rooms. 30 windows (75%) currently achieve the 27% VSC target. 10 windows do not. 33 rooms were assessed for NSL and 30 currently meet the BRE criteria. There would be no change in VSC for daylight.

Three rooms do not meet the criteria for NSL daylight. All of the affected rooms are reduced by between 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor. Two of the rooms are bedrooms, which the BRE considers having a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens. Therefore, only a single living kitchen diner is affected by the proposed development.

The living kitchen diner which does not meet the criteria, located on the first floor, is a single aspect room with a deep floorplate in excess of 5m. The BRE guide states

that “if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable”. The design of the room makes it difficult to maintain existing light levels given the urban context and emerging height and density in the area.

There are 6 rooms which face within 90 degrees of due south and, as such, an APSH assessment has been undertaken which demonstrated that there would be no impacts as a result of the development.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network and Rochdale canal. This provides adequate separation distances to prevent no loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The site is not in the Greater Manchester Air Quality Management Air (AQMA). The AQMA is located approximately 150 metres north of the site along Oldham Road. Roads which may be used by traffic associated with the construction and completed development maybe in the AQMA. The site is vacant, although previously developed, and close to existing homes on Jersey Street and around the canal. As the site is vacant any activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and that associated with the completed development. The canal is an ecological receptor. These are all highly sensitive for the purposes of considering air quality impacts.

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction. There would be emissions from construction traffic which will enter the site Poland Street and Jersey Street. There are also likely to be cumulative impacts if the Mobility Hub development along Poland Street is also under construction at the same time.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

When the development is occupied, local air quality is likely to be affected by potential increases in pollutant concentrations from exhaust emissions from traffic. However, based on the trip generation the impacts would be negligible, particularly when compared to the previous use of the site as an 88 space car park.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the homes are occupied. A travel plan would promote and encourage public transport use.

The development would be car free with the exception of two bays for disabled people, fitted within an electric car charging point. This would help support residents move away from petrol and diesel vehicles. There would be a 100% cycle space provision. Residents would have access to the car club and car share facilities and centralised deliveries system provided by the Mobility Hub. This is expected to further reduce trips in the area. There would also be 25% electric car charging infrastructure in the Hub.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

The main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent rail/tram lines.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments would be from traffic on the surrounding roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. This would also be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the

proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The building would have a 50.75 sqm internal refuse store serviced from a loading bay on Poland Street. It would accommodate. 23 x 1100l Eurobins and 4 x 240l Wheelie Bins assuming fortnightly collections of which 11 would be for General non-recyclable refuse 11, 6 Paper / Card and 6 for plastic/Metal/Glass. There would also be 4 x 240 litre bins for organic food waste. The commercial units would have provision for 4 x 1100 litre Eurobins which would be collected weekly.

The bins would be stored in two small refuse stores adjacent to the two building cores. This would allow residents to use the stores as they exit the building. A larger refuse store, accessed by management, would act as a holding area. All refuse stores are to be mechanically ventilated. Management would move the full bins to the kerb side on Poland street and promptly move them back to the store when they have been emptied on collection day.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

All main entrances would be level. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space with 10% of the apartments meeting fully accessible standards. 6 of the apartments are duplexes but have level access for visitors via lift and entrances all remaining apartments are single storey. There would be 2 dedicated parking space for disabled people created within the car park.

Flood Risk/surface drainage

The site is in flood zone 1 '*low probability of flooding*' and a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should minimise the impact on surface water run off in a critical drainage area.

A drainage statement, as part of the Environmental Statement, includes measures to minimise surface water run off in the form of blue roofs, which collects run off from buildings and attenuate at source in a blue roof system, with a controlled discharge to the surrounding network. In addition, the landscaping includes rain gardens to reduce flow rates. Further details complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby, A transport assessment indicates that the proposal would not have a minimal impact on the surrounding highway network.

This would be a car free development with the exception of two disabled bays, which would be fitted with an electric car charging point. 88 spaces would be removed as part of the proposals. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

Car parking demands, together with access to alternatives to car ownership such as car share and car club, would be provided within the Mobility Hub. 30 spaces would be allocated to this development (around 30% provision). At least 25% of the car parking in the Hub would be electric vehicle charging ready with the remaining spaces having the required infrastructure to be fitted as demand grows.

A similar arrangement would be put in place for other residential developments for the 1,500 homes which are expected to be built, rather than meeting car parking needs on individual schemes. This would create more active and pedestrian friendly streets and reduce car journeys in the area.

118 secure cycle spaces would be provided at the site. This development would also have access to the 150 spaces and infrastructure within the Mobility Hub.

A travel plan would support the ongoing travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

A loading bay would be provided created on Poland Street dedicated to the servicing of the development.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report notes that further investigations are required to inform the final remediation strategy. A piling condition is also required by the Environment Agency to prevent contamination in the ground seeping into the ground water during construction works. A verification report should confirm that the agreed remediation

has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Oldham Road and Great Ancoats Street which should minimise disruption on the local network. Consideration would need to be given to any cumulative impacts with the Mobility Hub if the two development are brought forward at the site time. The applicant is committed to communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

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

Public Opinion

Comments have been received which both welcome the development and express concern about its scale and height. The proposal is in line with the height specified in the Poland Street Zone NDF. The the impact of the height on the conservation area has been justified. Whilst this would be a significant building, the impact on sensitive views in most cases would be beneficial and not unduly harmful. There would be a low level of harm to the conservation area as a whole, this is outweighed by the significant regeneration benefits.

The development would be car free and is located in a highly sustainable location., The car club and car share facilities in the Hub would be available to residents who want access to a car without car ownership. Car parking spaces would be available for those who have a car and there would be electric car charging spaces to encourage the move away from petrol/diesel vehicles.

Construction management issues would be carefully considered and a strategy agreed through the planning conditions. This would include ensuring a communication strategy is in place with residents and businesses to minimise disruption around the local highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Poland Street Zone NDF specifically identifies the site for a development of up to 8 storeys and for a mixed use residential led scheme to meet expected housing and population growth in the area.

This proposal would contribute positive to the supply of new homes in the area by providing 118 one, two and 3 bedroom apartments along with commercial accommodation. Active frontages and high quality façades would make a positive contribution to the street scene and conservation area by removing this vacant site. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The building and its facilities are also fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 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 policies of the Unitary Development Plan, the Director 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 application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Drawings

2672-PLA-XX-XX-DR-L-0001, 2672-PLA-XX-XX-DR-L-1000, 2672-PLA-XX-XX-DR-L-1001, 2672-PLA-XX-XX-DR-L-1002, 2672-PLA-XX-XX-DR-L-2000, 2672-PLA-XX-XX-DR-L-3000 and 2672-PLA-XX-XX-DR-L-4000, BA-XX-00-DR-A-(01)003, BA-XX-XX-DR-A-(04)001, BA-XX-XX-DR-A-(04)001, BA-XX-XX-DR-A-(04)103, BA-XX-XX-DR-A-(05)001, BA-XX-XX-DR-A-(05)002, BA-XX-XX-DR-A-(05)003, BA-XX-XX-DR-A-(05)010, BA-XX-XX-DR-A-(05)011, BA-XX-XX-DR-A-(06)001, BA-XX-XX-DR-A-(07)001, BA-XX-XX-DR-A-(07)002, BA-XX-XX-DR-A-(07)003, BA-XX-XX-DR-A-(07)004, BA-XX-XX-SH-A-(09)001 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

9033-BA-XX-00-DR-A-(04)010, 9033-BA-XX-XX-DR-A-(21)131, 9033-BA-XX-XX-DR-A-(31)101, BA-XX-XX-DR-A-(05)012, BA-XX-XX-DR-A-(05)013 stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

Supporting Information

Design and Access Statement by Buttress, Heritage Assessment by Buttress, Archaeological Desk Based Assessment by Buttress, Flood Risk Assessment and Drainage Strategy by Curtins, Environmental Standards and Energy Statement by Buro Happold, Sustainability Statement by MLDC/ Buro Happold, Acoustic Report by Sandy Brown, Air Quality Assessment by Hoare Lea, Phase 2 Geo-environmental Survey (including Ground Gas Assessment) by E3P, Ecology Report by Tyler Grange, Arboricultural Impact Assessment and Method Statement by Tyler Grange, Transport Statement by Hydrock, Framework Travel Plan by Hydrock, Framework Construction Management MLDC, Local Benefit Scheme by MLDC, Crime Impact Statement by GMP, Ventilation Strategy by Buro Happold, Daylight and Sunlight Impact Assessment by GIA, TV Reception Survey and Broadband Connectivity Assessment by Pager Power, Residential Management Statement by MLDC, Financial Viability Assessment by Savills, Statement of Consultation by Deloitte LLP, Planning Statement by Deloitte LLP

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

Phase 1 Geoenvironmental Assessment, Manchester Life Phase 3, Land to the north of Jersey Street, E3P, Reference: 13-729-R1, Dated: 14 February 2020, Calibration certificates Dated 2018 to 2021, and Waste Management and Servicing Strategy (including MCC's Waste Proforma) by Buttress stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021

Design and access statement 'Window Soffits' Addendum stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

Drawings 9033-CUR-XX-00-DR-C-92501-T02, 515-100XR-40CC-50F network results, 9033-CUR-XX-00-DR-C-92520-T01, 9033-CUR-XX-00-DR-C-92514-T01, 9033-CUR-XX-00-DR-C-92513-T01, 9033-CUR-XX-00-DR-C-92512-T01, 9033-CUR-XX-00-DR-C-92511-T01, 9033-CUR-XX-00-DR-C-92500-T01 and 2672-PLA-XX-XX-DR-L-3000 stamped as received by the City Council, as Local Planning Authority, on the 9 July 2021

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

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

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

5) Notwithstanding the Flood Risk Assessment and Drainage Strategy by Curtins stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and drawings 9033-CUR-XX-00-DR-C-92501-T02, 515-100XR-40CC-50F network results, 9033-CUR-XX-00-DR-C-92520-T01, 9033-CUR-XX-00-DR-C-92514-T01, 9033-CUR-XX-00-DR-C-92513-T01, 9033-CUR-XX-00-DR-C-92512-T01, 9033-CUR-XX-00-DR-C-92511-T01, 9033-CUR-XX-00-DR-C-92500-T01 and 2672-PLA-XX-XX-DR-L-3000 stamped as received by the City Council, as Local Planning Authority, on the 9 July 2021, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; - some discrepancies between drainage layout, Windes model and manhole schedule (some pipe sizes differ), clarification needed.
- Hydraulic calculation of the proposed drainage system; to be updated as per above; and
- Construction details of tree pits.

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

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

The above conditions is required as it is essential that an adequate drainage system is designed for the development.

6) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- i) an evaluation through a 'strip, map and record' excavation;
- ii) and archaeological watching brief during ground-breaking works across the line of the former canal
- iii) dependent on the above, more detailed excavation (subject to a separate WSI).

2. A programme for post-investigation assessment to include:

- production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

7) a) Notwithstanding the Phase 2 Geo-environmental Survey (including Ground Gas Assessment) by E3P stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and Calibration certificates Dated 2018 to 2021 and Phase 1 Geoenvironmental Assessment, Manchester Life Phase 3, Land to the north of Jersey Street, E3P, Reference: 13-729-R1, Dated: 14 February 2020 stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021, the

development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Further site investigation has been recommended to delineate contamination hotspots including within the former canal arm (determine the risks from VOCs, SVOCs and mercury);
- A detailed DQRA has been recommended with a vapour risk assessment, this would include:
 - o Installation of vapour monitoring wells with specialist Tenax Sorption Tubes
 - o DQRA of sorption tube analysis to assess the potential risk to the proposed dwellings.
 - o Completing speciation of the elevated mercury samples to understand the type of mercury that is present and if it poses a theoretical vapour risk.
- The risk assessment refers to a basement/undercroft parking but this is not the case. There are commercial units, bike stores and bin stores on the ground floor with no large basement excavations so the risk assessment needs to take this into account as the made ground may not be fully removed.
- Submission of a detailed Remediation Strategy which should refer to our Land Contamination supplementary planning guidance regarding the depth and validation of clean cover systems.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the first occupation of the residential element of the development.

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

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

8) The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval 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;
- Consultation with local residents/local businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The 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

9) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

10) The window reveals and soffits for the development shall be carried out in accordance with window soffits addendum to the design and access statement and drawings BA-XX-XX-DR-A-(05)012 Rev P02 and BA-XX-XX-DR-A-(05)013 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

11) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by

the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with the development being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the installation of the boundary treatment, details of the boundary treatment shall for the development be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

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

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

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

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

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

14) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement by Buro Happold, Sustainability Statement by MLDC/ Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Notwithstanding drawings 2672-PLA-XX-XX-DR-L-0001, 2672-PLA-XX-XX-DR-L-1000, 2672-PLA-XX-XX-DR-L-1001, 2672-PLA-XX-XX-DR-L-1002, 2672-PLA-XX-XX-DR-L-2000, 2672-PLA-XX-XX-DR-L-3000 and 2672-PLA-XX-XX-DR-L-4000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications) details shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

16) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and

requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

17) (a) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to the first use of each commercial unit as indicated on drawing BA-XX-00-DR-A-(04)000, a scheme of acoustic insulation for the commercial units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

18) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

19) The development shall be carried out in accordance with the Waste Management and Servicing Strategy (including MCC's Waste Proforma) by Buttress stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021. The details of the approved scheme shall be implemented prior to the first use of the residential element and shall remain in situ whilst the use or development is in operation.

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

20) Prior to the first use of each of the commercial units, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

21) Prior to the first use of each of the commercial units as indicated drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as

Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

23) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) The commercial units hereby approved, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

Sundays (and Bank Holidays): 10:00 to 22:00

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

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

26) The commercial units as shown on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

27) The commercial units, as indicated on BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

29) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

30) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

31) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020.

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

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

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

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

32) Prior to the first occupation of the residential element, the 118 space cycle store shall be implemented in accordance with drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and thereafter retained and maintained in situ.

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

33) Prior to the first occupation of the residential element of the development hereby approved, the two disabled car parking spaces, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 shall then be implemented, made available and remain in situ for as long as the development remains in use.

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

34) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Footway reinstatement including provision of street trees and tactile paving;
- Dropped crossings to facilitate entrance to the car parking spaces
- Introduction of Traffic Regulation Orders within the vicinity of the development
- Creation of a loading bay to Poland Street.

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

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

35) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

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

36) Prior to the first occupation of the residential element, the installation 2 7kw fast charging electric car charging points to the disabled bays, as shown on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall be implemented and remain available for as long as the development is in.

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

37) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

38) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

39) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

40) All windows at ground level with the exception of the WC and, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so

as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

41) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

42) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

43) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof (including cross sections) as indicated on drawings BA-XX-08-DR-A-(04)008 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

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

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

45) Notwithstanding drawings BA-XX-XX-DR-A-(07)001 and BA-XX-XX-DR-A-(05)002 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to any above ground works, final details for the corner of the building at Jersey Street/redundant canal arm, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved elevations shall then be implemented as part of the development.

Reason – In the interest of the visual amenity of this part of the building and the proper planning of the area pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers

will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

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: 130354/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

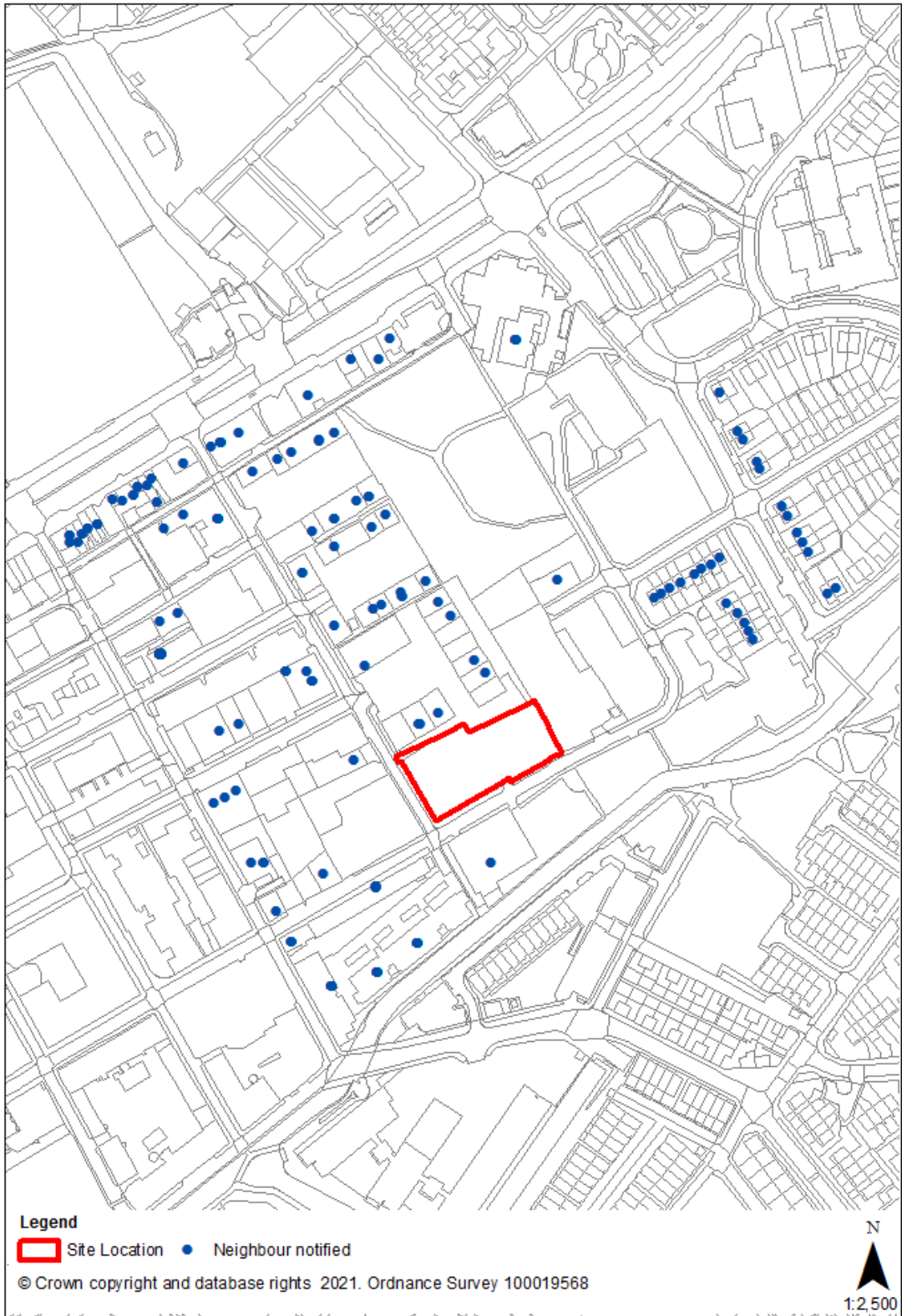
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Strategic Development Team
 Greater Manchester Police
 Historic England (North West)
 Transport For Greater Manchester
 United Utilities Water PLC
 Canal & River Trust
 National Amenity Societies
 Greater Manchester Ecology Unit
 Work & Skills Team
 Environment Agency
 Greater Manchester Archaeological Advisory Service**

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
130356/FO/2021 and 130357/LO/2021	11th May 2021	29th Jul 2021	Ancoats & Beswick Ward

Proposal Creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works

And

Listed Building Consent for the creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works

Location Ancoats Dispensary, Old Mill Street, Manchester, M4 6EB

Applicant Great Places Housing Group Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for planning and listed building consent for the creation of 39 apartments within the retained and refurbished facades of Ancoats Dispensary.

2 letters of support and 1 objection have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site which contains a grade II listed building which forms a local landmark. The building has been in decline for a number of years and is currently being supported by a significant amount of scaffolding which now obscures the building from view.

Located close to existing public transport, walking and cycle routes, the proposal would provide 39 affordable homes which would be available for social rent. The development would be car free with the exception of 2 bays for disabled people.

Economic 250-300 Jobs would be created during the construction process. There would also be indirect construction jobs. This project would represent a £7.8 million investment and would reinstate and repair a listed building.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The 39 homes for social rent would help meet identified housing need in this area. The scheme would stabilise and repair the listed building and introduce natural surveillance.

Environmental This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet a significant amount of its energy needs through renewable technologies. There are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. The ground conditions are not complex or unusual and drainage has been considered to minimise surface water run off.

The height, scale and appearance would be appropriate and respect the setting of the listed building. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

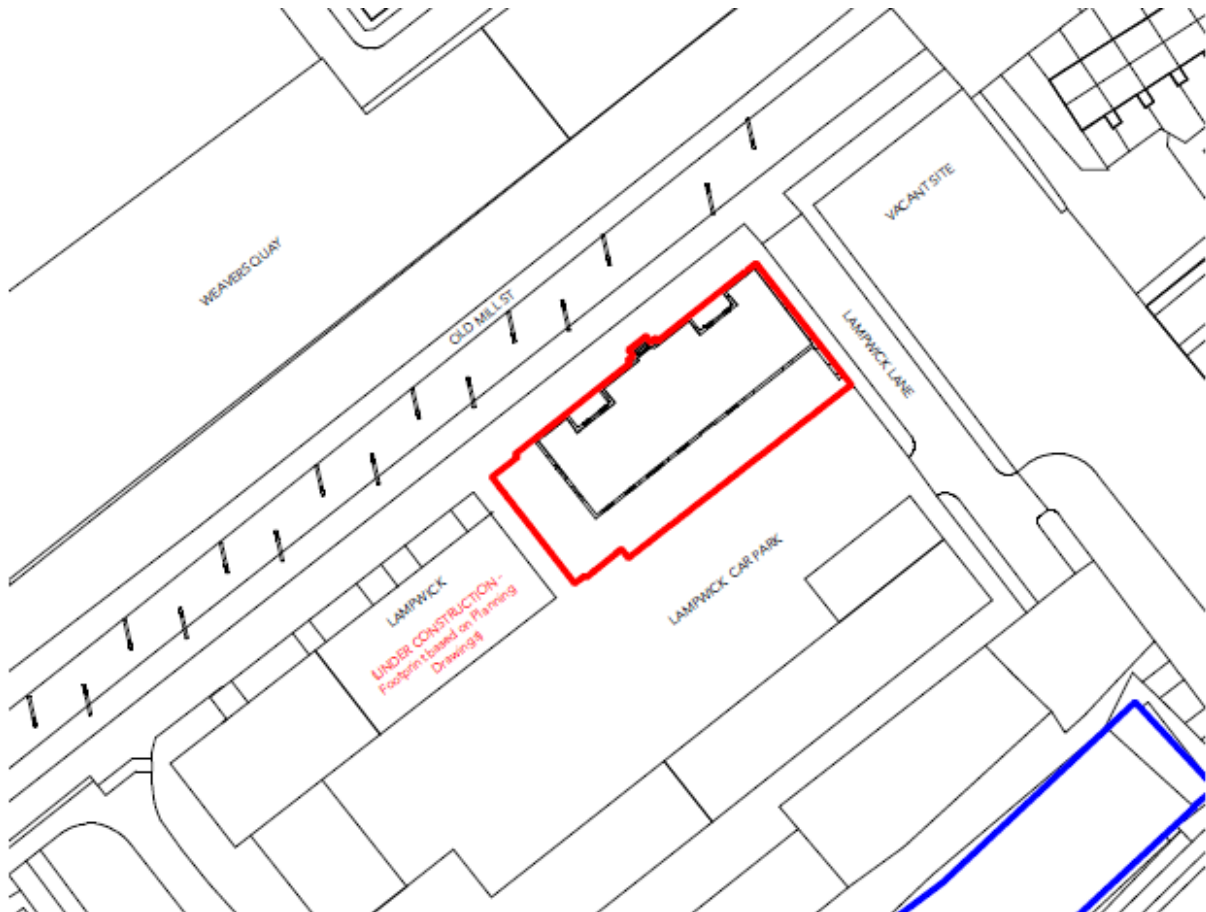
Impact on the historic environment The proposal represents a viable and deliverable scheme, however, this would result in substantial harm to the significance of the listed building. A clear and convincing justification has been presented in order to justify the level of harm caused to the building along with identified public benefits of the scheme. This is considered in detail in the report.

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

Description

The site comprises a three storey gothic style Grade II listed building known as Ancoats Dispensary located on the corner of Old Mill Street and Lampwick Lane.



Location Plan

The building was constructed in 1874 and was used as a hospital until it closed in 1989. It has since been empty and has become increasingly unstable and derelict.



Ancoats Hospital, 1885



Ancoats Dispensary in 1975

Images of the building when in use

The building occupies the entire site with the exception of a small areas of hardstanding along Old Mill Street and an area to its western and southern facades. The building now comprises the internal and external load bearing walls. The first and second floors have collapsed and other walls deemed to be at risk of collapse have been reduced in

height. All roof structures and coverings and the central tower have been removed due to structural and safety concerns. The central tower is in safe storage. All other structures at the Hospital site have been demolished and the site redeveloped for residential purposes.

The building is open to the elements and highly vulnerable to further deterioration. It is secured by a significant amount of scaffolding in the interest of safety and to prevent further structural deterioration.

The area around the site contains medium to high density buildings. A residential development is under construction immediately to the south for a part 10, part 6, part 5 storey building for 209 apartments. To the south of this development is the CHIPS. Beyond this is the Ashton Canal and towpath which provides pedestrian and cycle links to the city centre and east Manchester.

Stubbs Mill, a former textile mill on the opposite side of Lampwick Lane, has been converted into offices. Planning permission exists on the site to the east of Lampwick Lane for a 6 storey residential building. Weavers Quay on the opposite side of Old Mill Street contains 201 apartments available for rent. Cotton Field Park, New Islington Marina, New Islington Free School and the Medical Centre on Old Mill Street provide essential amenities for the area.

The site is not in a conservation area but the Ancoats Conservation Area is 350 metres to the north west. The Grade II listed Ashton Canal Lock Number 3 is within 150 metres. Other listed buildings within 300 metres are: Ashton canal lock number 1 (Grade II), Cooperative Warehouse (Grade II), Ashton Canal towpath bridge over junction with Islington Branch canal west of lock number 2 (Grade II), Ashton Canal lock keepers cottage (Grade II), Ashton Canal lock number 2 and 3 (Grade II) and Hope Mill (Grade II).

The site is in Flood Zone 1 and in a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

This is a highly sustainable location. Piccadilly Station and New Islington tram stop are nearby.

The applicant is a Registered Provider of affordable accommodation and tenancy services in the North West and Yorkshire. They, Manchester Life and the City Council are bringing forward strategic sites in Ancoats and New Islington to implement the Neighbourhood Development Framework (NDF). Sites will be brought forward for owner occupied residential accommodation as well as affordable housing, and other public benefits.

This application is being brought forward alongside a number of other proposals by the partnership to realise the above benefits. These applications are:

- Eliza Yard (130354/FO/2021) for the erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle

parking provision, hard and soft landscaping, access, servicing and other associated works

- Ancoats Mobility Hub (130627/FO/2021) for the erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures
- 130390/FO/2021 for the erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

The above planning applications are being considered together in order to realise the public benefits of these schemes being brought forward at the same time.

All of the development are considered to be brownfield site and in the case of Ancoats Dispensary involve bring a vacant and declining Grade II listed building back into use.

Overall, during the construction phase there will be approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. There are also a number of indirect benefits in the local supply chain as a result of the construction phase which will result in an addition of approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals will provide circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits together with contributing towards the continued regeneration of this part of east Manchester.

Planning History

067655/FO/NORTH2/03: Mixed use development surrounding proposed canal arm comprising 340 Residential Units, 1110 sqm Class B1 work space and live work accommodation and 1287 sqm retail/ leisure uses Approved 29 Mar 2004

067657/LO/NORTH2/03: LISTED BUILDING CONSENT Demolition of extensions to the original dispensary building to allow construction of proposed buildings Approved 29 Mar 2004

074453/FO/2005/N2: Mixed use development, comprising 12 residential units, together with 437 metre square of commercial space (A1 retail, B1 business, A3 food and drink) in two units on the ground floor (in conjunction with previous approval 067655/FO/NORTH2/03 Approved 13 May 2005

074454/LO/2005/N2: LISTED BUILDING CONSENT Alterations to listed building in conjunction with redevelopment for 12 residential units and commercial space at ground floor including removal of 4 chimneys, alterations to feature tower and installation of roof lights Approved 13 May 2005

096729/LL/2011/N2: LISTED BUILDING CONSENT for demolition of existing building
Withdrawn 17 June 2013

107983/LO/2015/N2: Reconstruction, restoration, reconfiguration and elevational alterations to former dispensary building to height of 3-storeys above a basement with re-instatement of a central tower and incorporation of dormer windows to roof in connection with the formation of internal community use, exhibition space and community café at ground floor and managed office space on 1st and 2nd floors (sui generis use) with new access arrangements, formation of an external service / court yard, mini-bus and cycle parking, bin storage areas and boundary treatments Not progressed any further. Finally disposed of 7 Feb 2018.

116666/LO/2017: LISTED BUILDING CONSENT relating to the reconstruction, restoration, reconfiguration and elevational alterations to former dispensary building to height of 3-storeys above a basement with re-instatement of a central tower and incorporation of dormer windows to roof in connection with the formation of internal community use, exhibition space and community café at ground floor and managed office space on 1st and 2nd floors (sui generis use) with new access arrangements, formation of an external service / court yard, mini-bus and cycle parking, bin storage areas and boundary treatment Not progressed any further. Finally disposed of 7 Feb 2018

The Proposal

This proposal would provide 39 affordable homes available for social rent and refurbish an important local listed landmark. 25 one bedroom apartments and 14 two bedroom apartments would be provided.

Some parts the of the listed building would be demolished but the facades to Old Mill Street and Lampwick Lane which are of the highest significance would be retained, repaired and windows reinstated

The remaining structure, including internal walls, would be removed and replaced with a new structural steel frame. The south and west facades would be re-built 4 metres beyond the footprint of the original building to increase the amount of available floorspace and make the scheme viable. The harm caused to the listed building is considered in detail within the report.

The central tower, which was previously removed due to structural concerns, would be reinstated using materials from the original tower which are currently in storage. New materials to match existing would be used where necessary and appropriate. The reinstatement of the central tower has implications for overall viability but represents a significant heritage benefit.

The entrance steps on Old Mill Street would be removed and the ground floor lowered. The decorative archway would be repaired and a new entrance door proposed within the recessed archway.

Additional floor space is required in the roof space to ensure viability. A two storey roof top extension is proposed that would be clad in a contrasting material to the

predominately brick main facades. This would step back from the original roof line to be subservient to the listed building and vertical fins would add interest.

There would be no on site car parking but there would be 39 secure cycle spaces. There would be a designated for a disabled person. There would be an external refuse store to recycle waste.



Image of the refurbished building including retained and repaired façade (including central tower) together with roof top and rear extension

The Planning Submission

This planning and Listed Building applications have been supported by the following information:

- Design and Access Statement;
- Accommodation / Apartment Schedule;
- Planning and Public Benefits Statement;
- Statement of Consultation;
- Viability Report;
- Heritage Statement;

- Conservation Strategy;
- Archaeological Desktop Study;
- Geo-Environmental Phase 1 Desk Study;
- Drainage Strategy;
- Energy Strategy;
- Environmental Standards Statement;
- M&E Statement;
- Structural Statement;
- Condition Survey;
- Condition Report;
- Tower Re-Construction Pallets Survey;
- Waste Management Strategy;
- Affordable Housing Statement;
- Residential Management Statement;
- Daylight / Sunlight Assessment;
- Ecology Survey, including Bat Survey;
- Crime Impact Statement;
- Travel Plan Framework;
- Transport Assessment;
- Phase 1 Desktop Geo-environmental Assessment;
- Television and Radio Reception Impact Assessment;
- Broadband Connectivity Assessment;
- MEP Statement, including Ventilation and Extraction;
- Local Labour Agreement;
- Construction Management Statement, including a Construction Waste Management Plan;
- Outline Demolition Methodology;
- Noise Impact Assessment;
- Air Quality Assessment; and
- Topographical Land Survey.

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and listed building consent. A Site notice was displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of local residents and businesses. Two letters of support have been received.

Glad to see that the Council are going to refurbish a listed building; Support for new housing in the area. Disabled residents in Weavers Quay opposite should not be affected during the building process particularly access to the car parking area.

One letter of objection has been received on the basis that there has been continuous disruption and noise from the construction sites over the past few years which is having a negative impact on residents. There are thousands of flats left empty in Manchester right now. There is no need to build more flats.

Highway Services the location is highly sustainable with access to public transport. The proposal is unlikely to place any pressure on the highway network. Servicing and deliveries on Lampwick Lane is acceptable. A travel and construction management plan are required.

Environmental Health recommends conditions regarding construction management, lighting and control of glare, glazing specifications, plant and acoustic insulation of the building. The waste management strategy and air quality assessment are acceptable. Further ground investigations are required including a verification report on completion of the development.

Works and Skills Team recommend a local labour scheme condition.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency consultation should take place with the Council's contaminated land advisors in terms of ground condition risks.

Greater Manchester Ecology Unit the building has low potential to supporting roosting bats. Works should also avoid bird nesting season. Any new lighting should consider the impact on nocturnal wildlife and biodiversity improvements are required.

Historic England have no objection to the application on heritage grounds provide that the Council is comfortable with the conclusions drawn in the viability report and structural survey. The site has failed to secure a viable use since it ceased its hospital function in 1989, and this has contributed fundamentally to its continued deterioration. It is positive to see the development for its reuse, particularly as the applicant has given consideration at an early stage to the significance of the building. Their role is to consider the extent of demolition. A considerable amount of the building's envelope and interior would be lost. However, much of this occurred during the building's lack of occupancy.

The extent of demolition does, however, raise concerns. In particular, the retention of only a small element of the building's historic fabric which would have a considerable

impact on the ability to appreciate the historic form, character and arrangement of the listed building. This will inevitably have a considerable impact on its special historic and architectural interest.

However, the important principal façade would be retained which is currently unstable. The central tower would be retained which is an important element in defining the historic architectural character of the building. These elements will have heritage benefit, as they will better reveal the significance of these elements of the listed building. They conclude that the proposed works will result in the considerable loss of historic fabric, which will remove the ability to fully understand the full envelope of the building, or much of its internal layout. However, they note that a concerted attempt has been made to retain the principal façade, which includes reinstating the historic central tower.

They also note that the building currently presents considerable issues in relation to its structural integrity and its future viability. These issues are interrelated, and the applicant has provided a detailed evidence base to support their conclusions. As such they believe there to be some heritage benefit in the fact that the scheme would allow for the restoration of parts of the building, and that it would provide the building with a viable new use. As such, while the extent of demolition would be a cause for concern, they accept that the applicant has proposed the current scheme based on a sound evidence base and a sensible philosophy, subject to a review of the viability work.

Ancient Monuments Society consider that the former hospital building is in a poor state of repair, having lost its roof and most of the internal floors and walls. The rebuilding and refurbishment of the building, and bringing it back into active use, is welcomed. In particular, the reinstatement of the central tower with the original building materials. There is some concern about the two storey roof extension and whilst the tower does much to enhance the special architectural and historic interest of the listed structure, the bulky, block design of the extension greatly diminishes the tower's dominance and presence. The fourth floor wraps around its base and the first floor, though slightly set back, dominates views of the tower from Old Mill Street. The blocky design of the extension is also at odds with the existing angular design features on the building including tapering tower roof, the gables and the voussoirs to the main elevation. A single mansard roof style addition would be better.

Victorian Society object to the application. They strongly support the principle of this development given the recent history of the Ancoats Dispensary has been an extremely regrettable one, and the building is now in such a state of dereliction that an intervention of the sort proposed would seem to be the only way to preserve any of its significance. Given the condition and extent of the remaining fabric and the relative significance of its parts, and although it will cause harm to significance through loss of fabric and total loss of the surviving plan form, they consider the proposed degree of demolition is broadly acceptable. The construction of a new building behind the retained façades to Old Mill Street and Lampwick Lane will ensure that the surviving parts of the dispensary with the most architectural interest are preserved and given a viable future.

The proposals to reconstruct the central tower is also supported. This tower was a key architectural feature of the former dispensary and a crucial part of the historic

streetscape; its reconstruction will go some way to restoring both the impact of the building in this streetscape and the integrity of the composition.

They object to the quality of the proposed design. Although the repair work to the retained façade and the reconstruction of the tower would act to sustain the remaining significance of the Dispensary, the additions will cause a great deal of harm to this significance through the use of inappropriate and low-quality materials, and through the addition of substantial and extremely poorly designed new elements. Even given the severe viability constraints, the low quality of the proposals cannot be justified.

The treatment of the main entrance is particularly unfortunate. This portal has high value, both aesthetically and communally—as a principal entrance of the local hospital it is still remembered by many as an important part of their lives. The insertion of a powder-coated aluminium-framed highly glazed single door into the opening is very insensitive, and fails to respond to the special character of the historic design. The same applies to the new windows, but this insensitivity is more generally representative of the whole approach. The design of the roof extension has been developed with progressive and explicit disregard for the historic form of the roofscape and, more broadly, for the various stylistic cues offered by other parts of the historic design.

The collision of the two unrelated styles is extremely clumsy and actively harms the significance of the surviving historic work through the intrusion of alien forms and materials. The surviving historic fabric has lost much of its structural integrity; these proposals will almost entirely destroy its architectural integrity as well.

Greater Manchester Archaeology Advisory Service (GMAS) the site lies within an area that was exploited through the first half of the 19th century as brickfield where clay was extracted for the manufacture of bricks. Bricks were likely fired in clamp kilns on the site of each brickfield and any physical remains would be of some archaeological interest and a basic scheme of archaeological investigation and recording would be required.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

Policy

The Development Plan

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality affordable homes in a highly sustainable location in a strategic regeneration area.

SO2. Economy – High quality affordable homes in this sustainable location would support economic growth. The construction would create local job opportunities,

SO6. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision.

Policy SP1 ‘Spatial Principles – The proposal would improve visual amenity and the character of New Islington through the retention and refurbishment of this listed building which is a local landmark. This would contribute positively to the street scene and complement existing and recent development in the area.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide affordable homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality building in New Islington through the refurbishment and extension of a local heritage landmark.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of New Islington. There are constraints due to this being a listed building. However, level access is gained from Lampwick Lane with all ground floor apartments being fully accessible. A parking bay for a disabled person would also be provided to Lampwick Lane.

Policy T1 ‘Sustainable Transport’ – There is access to all public transport modes including New Islington tram stop.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The range of accommodation sizes and tenure is appropriate in this instant given the constraints of the listed building. Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a brownfield site in New Islington and deliver good quality affordable accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage are included.

Policy H4 ‘East Manchester’ – The proposal would provide high density homes for social rent. The homes would be one bedroom accommodation which would cater for smaller households in the applicant’s portfolio.

Policy H8 ‘Affordable Housing’ – The proposal would provide 39 affordable homes available through social rent.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail in the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed. The fabric would be energy efficient to minimise energy demands.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN9 ‘Green Infrastructure’ –The constrained nature of the site means there would be no opportunity for significant areas of green infrastructure.

Policy EN14 ‘Flood Risk’- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, ‘Biodiversity and Geological Conservation’ – The site has low potential for bats and the impact on birds can be mitigated.

Policy EN16 ‘Air Quality’ The impact on air quality would be minimised through careful control of construction activities. Other measures to minimise the impact of the operations of the development include a travel plan and 100% cycle provision.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. The sites historic means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. Air quality would not be worsened subject to mitigation.

Policy EN18, 'Contaminated Land' – Ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC19 'Listed Buildings' – The impact on the listed building is considered in detail in the report.

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

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

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

Other material policy considerations

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Ancoats and New Islington Neighbourhood Development Framework (2014, 2016)

The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was

adopted in December 2016. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the city's housing needs.

The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Ashton Canal Corridor Character Area as described within the 2016 NDF, which is considered a positive setting for new higher density residential development given it is city centre context with excellent access to public transport.

Eastlands Regeneration – A New East Manchester (2008, 2011, 2017)

The Site forms part of the Eastlands Regeneration Framework ("ERF"). The area has been promoted for strategic development since the 'New East Manchester: A New Town in the City' was first published. This was eventually superseded by 'The East Manchester Strategic Regeneration Framework 2008 – 2018'.

Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena, which will be a world-leading venue delivered by OVG. In addition, Planning Permission for a new world-class workplace campus for small and medium-sized businesses to form, scale and thrive and set within 1.5 acres of green public realm amenity, has been approved by Manchester City Council earlier this year in relation to a site at Pollard Street.

The ERF provides recommendations for future regeneration activities that will enable new social, community, commercial and development initiatives in and around the Etihad Stadium, with the emphasis on guiding development activity westwards along the Ashton Canal Corridor to connect the Etihad Campus with the established eastward expansion of the city centre, building on its ongoing regeneration momentum.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 39 new homes all of which would be affordable and available for social rent. One bedroom accommodation would be provided which meets the needs to residents in the area.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site. Disabled residents would have access to an on street parking bay. The application site is also located in a highly sustainable area with access to amenity provision including the New Islington Marina and canal towpaths.

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'* (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network. A travel plan and operational management would be secured as part of the conditions of the approval along with secure cycle provision.

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by electric car charging technology supporting the shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

Section 14 *'Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would predominately use electricity. Efficient drainage systems would manage water at the site.

Section 15 *'Conserving and Enhancing the natural environment'* states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area.

Section 16 *'Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 196 states 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, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would result in substantial harm and this is considered against the relevant tests within the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;

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

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;

- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within "Urban Development Projects" which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Heritage Significance

The Ancoats Dispensary (listed as The Ardwick and Ancoats Hospital) is a Grade II Listed Building. Constructed of brick between 1879 and 1891 to serve the people of Ancoats, the building had conservable architectural merit, particularly in the symmetrical principal elevation, which was enlivened with polychromatic bands, a projecting four stage tower and steeply pitched hipped slate roofs.

The building is currently in a very poor state of repair, as large sections of the interior have been completely lost, along with the roof and elements of the external envelope.

The significance of the Dispensary is related to its medical facility use serving generation of Ancoats residents. Built in the nineteenth century in the one of more overcrowded areas of Manchester, it also offers considerable evidence of Victorian responses to sanitation, health provision and social care.

The principal elevation is still legible, albeit heavily obscured by scaffolding and hoardings, and the central tower has been deconstructed. While the building still retains notable architectural interest, this has been diminished by the scale of loss. The buildings historical context has also been largely lost due to the physical changes in its immediate setting losing both its later additions as well as the 19th century townscape which has now largely been replaced by modern developments. Nevertheless, the building is considered to be of considerable historic interest.

Architectural interest/artistic interest or aesthetic value – externally the buildings form is a good example of the type of Neo-Gothic design favoured by municipal buildings of the late Victorian period. Its red brick stone dressings and slate roof were characteristics of the area.

Although not designed by a notable architect or considered to be of innovative design, the building would have once been considered to be one of the most unusual and architectural striking buildings in the local area. although adaptations to the building were made, the basic layout of the 19th and early 20th century is still legible. This is most evident from the original configuration of the loadbearing partitions and spine walls.

Gothic archways within the main corridors to the ground, first and second floors, some with decorative capitals, are of significance. The near loss of all other fixtures, fittings and decorative fabric has reduced the buildings significance that if they had remained intact. Low aesthetic value is assumed due to its condition being derelict and supported by the extensive scaffolding system.

Communal value or artistic value – The buildings use by the community since 1828 to the late 1980s mean it has strong communal value. This is also represented in the campaigns to save the building from demolition.

Significance of elevations and individual spaces within the building – The front elevation is considered to be architecturally the most important. The eastern elevation has had some intrusive interventions to the ground floor windows but retains a large amount to its original and decorative features. Th cruciform and central circulation spaces to each floor is also considered to be of significance.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer-term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City's economy recovers post-pandemic, more homes are required to fuel and complement it.

The Ancoats and New Islington NDF identifies housing as part of regenerating the area. The site is identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which could come forward for housing.

Manchester's population has increased by 19% since 2001, with the city centre population growing from a few thousand in the 1990s to 24,000 by 2011. The population will increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. This proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth and success.

This development would deliver 39 homes for social rent which would be attractive to smaller households, in a well-connected location. This would enhance the housing stock for those with specific accommodation requirements. The development includes 25 one bedroom apartments and 14 two bedroom apartments which would be suitable for smaller households and those looking to downsize in the applicants property and waiting list portfolio. The space standards would be consistent with the City's adopted space standards.

The site is a long-standing regeneration and heritage priority. There have been several failed attempts to develop the site over the last 20 years. However, this applicant is now in a position to do so along with its strategic partners. Evidence provided in this submission, which has been independently tested, shows that the scheme is viable and deliverable and offers the optimum viable use to bring the site forward. This would result in harm to the heritage asset which is considered in further detail in this report.

The applicant would prioritise local labour through the construction programme and this would be secured as a condition.

The socio-economic benefits associated with the development are significant and would support economic and population growth, create jobs and increase local spending and taxation. The low carbon design and sustainable drainage would deliver environmental benefits and improve the appearance of the area. These matters are considered further in the report.

The new homes would be consistent with growth priorities and regeneration frameworks for this area and as part of meeting the policies SP1, H1, H4 and EC3 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield and contribute towards carbon reduction objectives.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% is the starting point for calculating affordable housing provision. Developers should provide homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The proposal would provide 39 affordable homes (100%) available for social rent. This is in excess of the 20% requirement required by policy H8.

The affordable housing would be secured through the City Council's land interest in the site to ensure the development remains compliant with the policy. The provision of socially rented accommodation is appropriate as part of meeting identified housing needs in this part of the City.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport. The site is close to amenities in Ancoats and the New Islington Marina. The New Islington Tram stop is nearby.

Sustainability principles would be incorporated into the construction process and waste would be minimised and recycled, vehicle movements would be efficient and sourcing and use of materials.

A travel plan would encourage residents to use public transport and reduce vehicle trips from the site.

A number of passive design measures would optimise the thermal performance of the building envelope. The building services would be energy efficient including LED lighting installations, heat recovery, sensory controls and low energy mechanical ventilation systems. Photovoltaic panels would be installed to the roof extension providing a source of renewable energy.

These measures would achieve a site wide reduction in CO₂ over Part L (2013) of the Building Regulations of 11%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 9% reduction in CO₂ on Part L (2013) Building Regulations. This would decrease further as the grid decarbonises. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

Impact of the historic environment and cultural heritage

The site is the remaining structure of the Grade II listed Ancoats Dispensary. The site is not within a conservation area. There are a number of listed buildings in the local area but these are not viewed in the same context as the Dispensary and therefore would not be materially affected by the development.

The applicant has provided a heritage statement, a detailed design and access statement and structural report which examines current condition and impact of the proposal on the significance of the listed building.

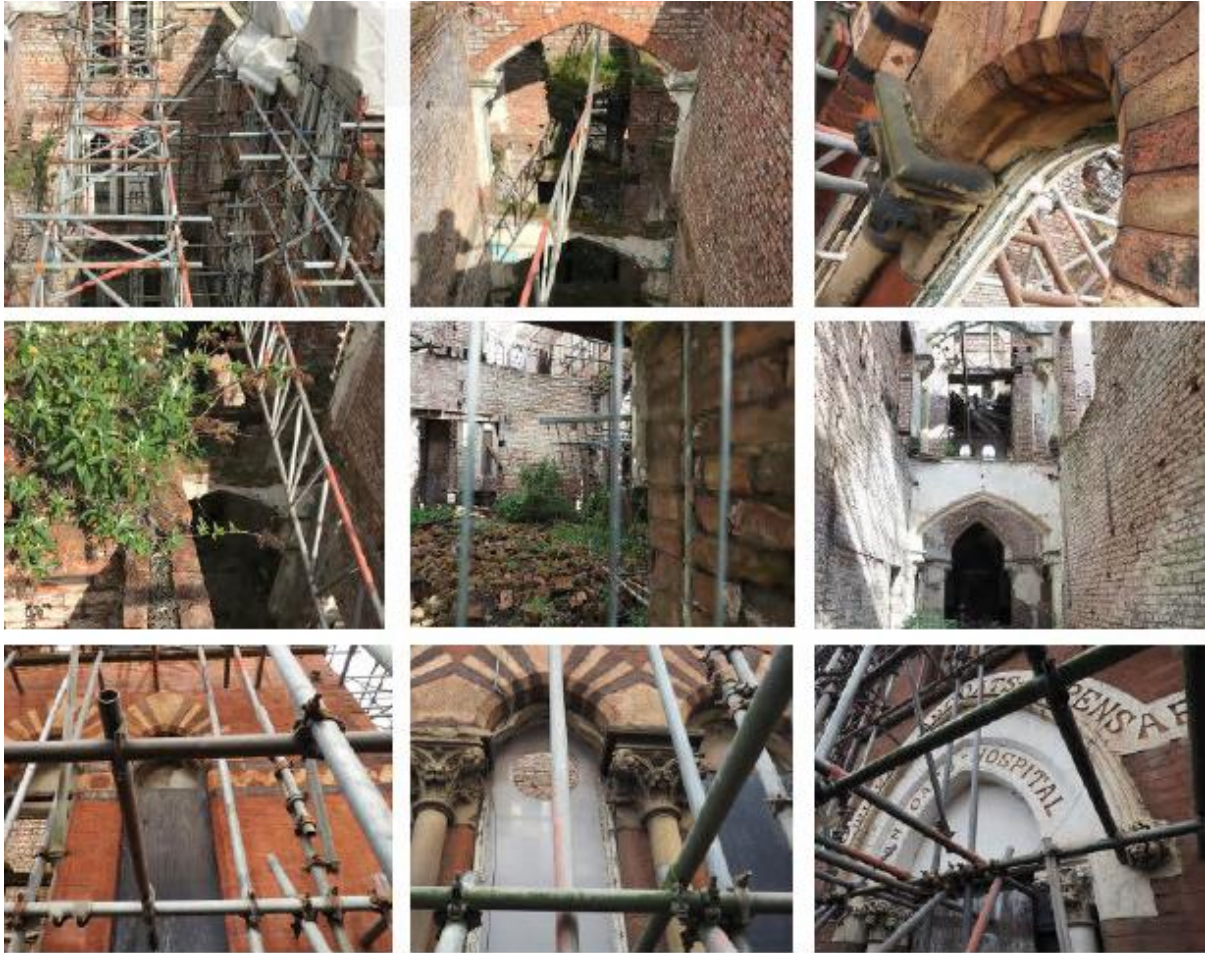
The front elevation is architecturally the most important and has a high level of significance. The repair, refurbishment and reinstatement of previously removed and stored elements, such as the central tower, would further strengthen the significance of this elevation.

The southern elevation has been significantly altered by previous extensions which have resulted in openings being created which have damaged the original design. The eastern and western proportions of this elevation have been judged to be low and medium significance respectively.

There are intrusive interventions to the ground floor windows on the eastern elevation. However, the remainder is largely intact retaining many of its decorative features and window arrangements and is of high significance. The western elevation is much plainer but remains largely unchanged from when it was built and has medium significance.

The internal spaces, to each floor, are formed by a cruciform central circulation space which is of high significance and the radial corridors of medium significance. There are four central rooms at the ground floor which are of medium significance. These spaces have historical value in terms of their use as hospital rooms however but do not contain any architectural features. At the second floor, the floor plan is more open reflecting their use as ward spaces. The significance of the spaces is judged to be low or medium.

Notwithstanding the significance, the Dispensary is in a state of disrepair and is secured from further collapse by significant scaffolding. The Dispensary must be brought back into an active and viable use to secure its long term conservation. The proposal seeks to do this through its refurbishment, redevelopment and extension.





Roofscape before 2010



Rear elevation 2009



North East corner 2004



North East corner 2021

Current condition of the building including remaining decorative elements

The applicant has undertaken an options appraisal and viability review to determine what form of development would be viable.

A number of uses were considered, namely offices, hotel, market residential (standard and higher value product), community/leisure and affordable housing. For all the scenario an extension of 4 metres, to increase the footprint of the building, and a 1.5 storey roof extension was assumed to take account of the known conservation deficit and need to create a viable footprint.

The appraisal identified that affordable housing represents the only viable use because of the range of grant funding solutions which are available and offers a sustainable long term use of the building that would allow for the retention of the most significant elements of heritage value.

The options and appraisal and viability review has been independently assessed on behalf of the City Council. This has determined that the assumptions within the applicant's review are reasonable and that the affordable housing use, and associated interventions, would represent the optimum viable use for this site.

In order to deliver the optimum viable use, the building would require significant refurbishment. The southern and western facades, which are judged to be of low to medium significance, and the internal wall structures (which vary in significance) would be demolished. This would facilitate a safe construction process and allow an increase floorspace to make the proposal viable.

The increased footprint, would also accommodate an increase in height to deliver the 39 new homes. Without the increase in floorspace, an additional 7 storeys would be required which would have a greater impact on the significance of the listed building.

Unless the southern and western facades are removed, the proposal would not be viable and the building would continue to decline. This could be considered to be an exceptional circumstance and that the harm caused is outweighed by bringing the site back into an active use to secure its long term conservation of the listed building.

The new southern and western facades would be constructed from a smooth red brick to match the existing with a clear separation between the existing Lampwick faced and the proposed extension through use of glazed curtain walling.

The applicant outlines that it is not possible to reinstate the original roof due to the need to deliver the required level of accommodation. A new contemporary roof is proposed to listed building and would be set back from the retained main façade to reveal the prominence of the historic facades and reinstated central tower. Various roof configurations were considered with the preferred option being as outlined in this report. The roof extension would be clad in panels along with vertical fins to add depth and interest to the elevations.

The façade retention would require the construction of a new steel frame in the footprint of the building to tie the masonry and provide permanent restraint to the historic facades.

The central tower, which was previously removed due to structural safety concerns, would be rebuilt using the original materials including the reintroduction of the steeply pitched roof along with its turrets and detailing. Whilst some of the materials are missing, the intention is to match the new materials to the existing. The reinstatement of the tower places a significant pressure on the overall viability of the scheme. Whilst the front and sides would be reinstated, it is not possible to reinstate the rear elevation of the tower in full.

The main entrance and steps on Old Mill Street would be removed. The decorative writing and archway above the entrance would be repaired and a new entrance door is proposed to be recessed into the archway.

New slim profile aluminium windows are proposed in the retained facades and would follow the arched shape window openings along with the addition of decorative terracotta air vents installed adjacent to the windows.

The internal layout of the building has either been removed or disintegrated and now forms rubble within the basement and ground floor. Some of the walls forming the cruciform layout are still in situ and these have been identified as having higher

significance. To facilitate an appropriate and viable internal layout, the internal walls would be removed to accommodate the new internal layout.

These works would result in *substantial harm* to the grade II listed building and therefore the tests set out in paragraph 195 of the NPPF apply.

Historic England have raised no objections to the proposal on heritage grounds. They note that the extent of demolition would have an impact on the heritage asset, but acknowledge that the important principal façade would be retained along and the central tower reinstated which they consider to be an important element defining the historic architectural character of the building. They consider these elements to have heritage benefits and would better reveal the significance of the listed building and consider that the proposal is based on sound evidence and a sensible philosophy.

The proposal is an opportunity to secure an optimum viable use for a listed building which has been in decline for a number of years and would continue to decline if a scheme is not brought forward. The extent of demolition would cause harm to the significance of the listed building. In addition, the increased footprint and roof extension would affect the visual appearance of the listed building in the street scene. These elements would cause harm.

However, the repair of the retained facades, which are judged to be of high significance, along with the reinstatement of the central tower would be heritage benefits. This would allow the important aspects of the listed building to be appreciated by the local community. The proposal would deliver affordable housing in the city centre. These matters are considered in further detail below.

The proposal would result in substantial harm as defined by paragraph 195 of the NPPF, to the listed building. As directed by paragraphs 194 and 195 of the NPPF, any harm to, or loss of, significance of a grade II listed building, in this instance from its alteration or destruction, would require clear and convincing justification together with achieving substantial public benefits that outweigh the harm. The public benefits of the scheme against this criteria is considered below:

Assessment of Heritage Impact

The proposal would result in substantial harm to the heritage assets as defined by the NPPF. In instances of substantial harm, the NPPF directs that a clear and convincing justification must be provided together with substantial public benefits to outweigh the harm. The following criteria which must be met in full:

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

In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

Paragraph 015 in the PPG also noted that harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset notwithstanding the loss of significance caused, and provided the harm is minimised.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would restore and refurbish a locally important grade II listed building in a highly accessible location. The condition of the building precludes it from being appreciated locally. Scaffolding covers the main facades and the building is likely to deteriorate further if a viable use cannot be found.

a) the nature of the heritage asset prevents all reasonable uses of the site

An options appraisal has explored a number of potential uses for the Dispensary building (including office, hotel, market residential (standard and higher value residential use), community/leisure and affordable housing). This considered the impact of the proposal in terms of heritage, architecture and commercial context and market, to determine whether each use would be viable.

The affordable housing use represents the only viable use because of the range of grant funding solutions that are available to deliver the scheme and undertake the necessary works to conserve the more significant aspects of the building.

The options and viability has been independently tested on behalf of the City Council. This concurs with the applicants review that the affordable housing use is the optimum viable use and the level of intervention to realise the scheme is necessary and appropriate in this instance to ensure that the scheme is deliverable and viable.

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation

The current condition of the building precludes it from use. The redevelopment of the site is only viable in this instance due to the applicant's ability to access grant funding to support the retention and refurbishment of the listed building.

Previous owners have sought to bring development forward, however, these options have never been implemented due to the on site conditions and the associated conservation deficit. It is therefore concluded that there is no viable use of the Dispensary in the medium terms through marketing of the site.

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible

The planning history has demonstrated that grant funding or some form of not for profit, charitable or public ownership has not been able to bring development forward.

The applicant has demonstrated that there are limited external funds available for market residential schemes. In addition, previous grants that were obtained for this site by the Ancoats Dispensary Trust were not successful as the grant was not large enough and match funding could not be found.

The proposal is only viable because of the range of grant funding solutions that are available to deliver affordable housing schemes. Grants identified by the City Council and the Greater Manchester Combined Authority via their brownfield housing fund are further critical pieces of funding to bridge the buildings conservation gap.

d) the harm or loss is outweighed by the benefit of bringing the site back into use

The scheme proposed would take a heritage led approach to its restoration, retaining and restoring the highly significant facades to Old Mill Street and Lampwick Lane and the reinstatement of the central tower. The scheme would prevent further decline of the historic fabric and allow this local listed landmark, to be appreciated by the local community as well as contributing positively to the regeneration of this area.

The retained and refurbished façade, would enable the building to be appreciated in the local area alongside Stubbs Mill which is one of the few remaining historical buildings in this part of New Islington.

The southern and western facades and internal walls which range from low, medium and high significance would be lost. These interventions are required to secure the optimum viable use for the building in order to allow the extension of the floor plan and an increase in height which is vital to accommodating the 39 new homes which make the scheme viable.

The extension would be contemporary addition to the building offering a clear separation between old and new and a setting back of the roof extension to best reveal the highly significant parts of the building. The southern and western facades would be constructed from red brick which would complement the retained facades whilst the roof extension would be in a contrasting cladding material. Both elements are considered to be high quality and would be designed in a way which best reveals the significance of the retained façade and central tower.

The affordable homes for social rent would meet identified housing needs. An active use for the Dispensary building would remove a public safety risk due to its instability as well as increased natural surveillance following its occupation.

The proposal also represents an important project within the Covid recovery programme for the city. Realising a scheme of this nature would form an important component creating up to 250-300 full time construction jobs for this £7.8 million investment. Indirect construction jobs would also be created which would support the local economy. Local labour would be prioritised as part of this process.

The 39 new homes would also generate a Council tax receipt in the region of £58,600 and the residents of the homes would contribute the spending locally.

The homes would also be sustainable and minimise its carbon emissions through the re-use of building materials and sourcing of other materials locally. The building has been designed to have a highly efficient building envelope and the introduction of photovoltaic panels means that there would renewable energy generated on site.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 194 and 195 of the NPPF, whilst the harm caused would be substantial, it would be substantially outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 195 of the NPPF in that it has been demonstrated that there are no other uses which would be viable, that there would not be a medium term use found through marketing, that granting funding other than that secured by the applicant, would not bring development forward together with the harm to the listed building being outweighed that the substantial public benefits outlined in this report.

Notwithstanding the above conclusions, it is noted that the Victorian Society have raised an objection to the proposal. It is considered that although the proposal would cause substantial harm to the listed building, the relevant test have been satisfied within the national land local guidance, and that substantial public benefits exist, including heritage benefits, which outweigh the harm caused allowing the building to be brought back to use. In line with the arrangements for handling heritage application, the application should be referred to the Secretary of State to determine whether they wish to call the application in for their consideration.

Impact on Archaeology

There archaeological interest relating to the 19th century Titanic Steel Works, which was replaced in the early 20th century by St Vincent's Home, a Magdalen Laundry run by the Sisters of Charity. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

Works to the listed building involve an extensive programme of repair and reinstatement and extensions and alterations.

One of the key elements of work is the reinstatement of the central tower and reinstatement of roof tiles in this part of the building to match the original where possible. The original front dormers would be re-interpreted as part of the extension using sympathetic materials. Lead work would be used at junctions with the dormers and brick work. Cast iron rainwater goods would be reinstated to replicate the original fixtures of the building.

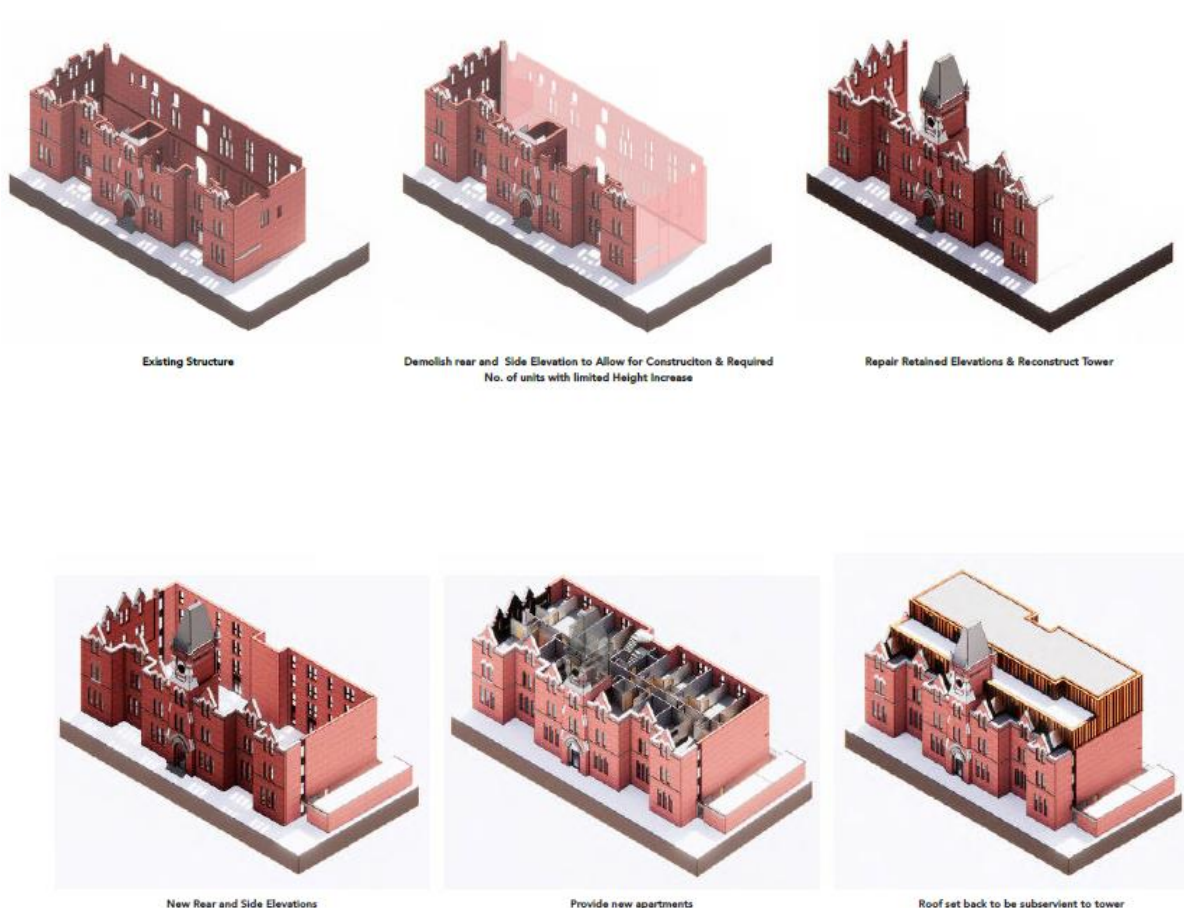
Repair work to the masonry and stone work is required as there is evidence of erosions, open mortar joints, cracks and fracturing. Conditions are required as part of the listed building consent to agree these details.

The windows in the retained listed façade would be double glazed with slim profiled framing in white. These would originally have been time sash windows. The new windows would be moulded to fit within the arch of the opening and would be as slim as possible to ensure that they are visually appropriate.

The main entrance off Old Mill Street would be remodelled and the steps removed to deal with some of the internal level changes. A new door would be provided.

The demolition works involve the removal of the southern and eastern external walls and removal of all internal walls and basement areas.

The reinstatement of the central tower, enlargement of the footprint of the building and rebuilding of the external walls and roof (to form a 5 storey addition to the building) would allow a new structure to be put in place



Images showing the various stages of demolition and new build

Five floors of residential accommodation would be created. An external bin and cycle store would be created to the west.



Ground floor layout including bin and cycle store

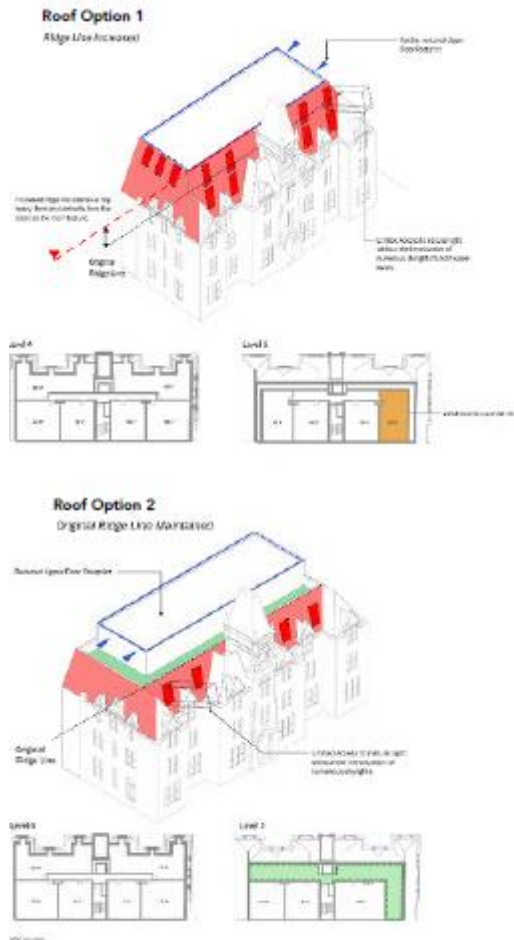
The amount of development has been dictated by the need to deliver a viable scheme whilst respecting the grade II listed building. This has guided the scale of the roof alteration and rear extension. Retaining the original footprint would have required a significantly larger roof addition which would not be appropriate.

The rear extension would be 4 metres deeper than the original footprint. This is considered to be acceptable. The rear extension appears in proportion with the original building and does not appear an overly large or bulk addition.

The Dispensary would still appear as a relatively modest building in the context of the much larger and denser developments which have been built around the listed building over the past few years.

The roof extension would increase the height of the Dispensary by 1.5 storeys. Various massing options were considered including explicating the original pitch roof. However, in order to accommodate 39 apartment the roof would have needed to have been extended above the existing ridge line and the prominence of the tower would be lost together with significant challenges regarding windows and ventilation because of the internal layout.

A second option was replicate the original roof pitch and form up to the former ridge line. This would have been set back from the façade to retain the prominence of the tower. However, this compromised window position and daylight into the rooms.



Discounted roof design options

The preferred option is a contemporary two tiered roof form which seeks to replicate the gables to give the retained façade an apparent depth and ensure that full height windows are maintained on the retained elevations. Rooflights provide a further separation between the old and new. The tiered roof would be subservient and provide space to the retained façade and retain the prominence of the central tower.



Preferred roof design options

The scale and massing of the extension is considered to be acceptable. Although the increased footprint and height of the new extension would enlarge the building beyond its original parameters, it would be a sensitive and considered addition that respects the listed façade and is viable. The materials for the extended elements of the building have to complement and contrast with the highly decorative elements of the retained listed façade.

The extended walls and rear elevation would be constructed from red masonry, to match the tone of the retained façade and align with the existing parapet height. A brick recess would mark the transition from the retained listed façade to the new elements. The windows would be vertical, deeply recessed and arranged in a simple group. Window vents would be positioned discretely within the window head.

The roof element would have a more delicate light weight feel to the masonry extension and not compete with the decorative façade and central tower. The aluminium cladding would have vertical fins and a warm bronze colour.



View looking at South West Elevation from Old Mill Street



Proposed front elevation



View looking at South East Elevation from Lampwick Lane

View along Old Mill Street looking towards Great Ancoats Street (left) and proposed rear elevation from Lampwick Lane (right)

The layout and scale would complement the character, scale and order of surrounding development and retain the most significant and highly decorative parts of the facade.

The design of the extended elements would be an individual and distinctive piece of architecture appropriate to the listed building. The materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

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

The constrained nature of the site means there is limited opportunity for amenity space. Footpaths would be improved and reinstated as part of the works. The boundary treatment would respect the listed building. Residents would be able to access the New Islington Marina on the opposite side of Old Mill Street and other green spaces and connections provided by the proximity to the canal towpath.

Impact on Ecology

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts on local habitats. No evidence of bat activity was found at the site. The demolition and removal of vegetation would likely lead to some disruption of bird habitats. Greater Manchester Ecology Unit advise that to minimise the impact on breeding birds, these works should avoid bird nesting season (March – August). An informative of the approval should include advise in the event bats are found during the course of the demolition works. Bat and bird boxes should be incorporated into the scheme in the interest of improving the biodiversity of the application site.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- Weavers Quay, Old Mill Street; and
- Lampwick Development, Old Mill Street.



Position of the Ancoats Dispensary with the Lampwick development to the west and south and Weavers Quay on the opposite side of Old Mill Street

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Weavers Quay, Old Mill Street

Weavers Quay is a new build apartment building located to the north west of the site on the opposite side of Old Mill Street. The building has windows in the Old Mill Street elevation which directly overlook the site. These would have an outlook from these windows when the development is in place and are a combination of living/kitchen/dining rooms as well as bedrooms.

249 windows were assessed to 249 habitable rooms. 229 windows (92%) currently achieve the 27% VSC target and 20 windows (8%) do not. These are located on the ground floor and do not directly overlook the site.

All 249 windows would continue to either achieve the 27% VSC target or a reduction of less than 20% which is an accepted position by the BRE guidelines as it would not be noticeable by the occupant.

For NSL, all 249 rooms (100%) would pass the BRE's NSL test, either experiencing no reduction in NSL, or very minor reductions that would not be noticeable.

The sunlight, assessment notes that all 249 rooms have been sunlight appraised and currently achieve both the 25% Annual and 5% Winter APSH targets. The proposed development would result in a small number of isolated reductions in APSH. Notwithstanding these reductions, all 249 rooms would continue to achieve the BRE Winter and Annual sunlight targets.

The daylight and sunlight impact on Weavers Quay would not be unduly harmful.

Lampwick Development, Old Mill Street

The Lampwick development is under construction and is a residential led apartment building to the south west and south east of the site. An access road would separated the two developments. Lampwick has windows in its north west elevation which overlook the site directly. The proposal would be seen through these windows once constructed and are living/kitchen/dining rooms and bedrooms.

186 windows were assessed, to 186 habitable rooms. 134 (72%) currently achieve the 27% VSC target and 52 (28%) do not. These windows are predominately located either overlooking another part of Lampwick or are in a recess and flanked on both sides by other parts of Lampwick. The design has an impact on the capacity of these windows to receive direct daylight irrespective of any development at the site.

All 186 windows would continue to either achieve the 27% VSC target or a reduction of less than 20% which is an accepted position by the BRE guidelines as it would not be noticeable by the occupant.

177 rooms (95%) would pass the BRE's NSL test, either experiencing no reduction in NSL, or very minor reductions that would not be noticeable. 9 rooms (5%) would not. The change would be noticeable. 5 are living/kitchen/dining rooms and 4 bedrooms.

Lampwick does not have any windows which would be seen that face within 90 degrees of due south. On this basis, their sunlight amenity is not influenced by the application nor will it be impacted through the construction of the development.

The daylight and sunlight impact on Lampwick would not be unduly harmful to warrant refusal. There is a minor number of rooms which would not achieve NSL which would be noticeable, However, this would not warrant refusal.

The distances between the surrounding developments are considered to be acceptable in terms of overlooking. The proposal is separated from existing developments by either Old Mill Street or in the case of the Lampwick by the new access road and car parking area. This provides adequate separation distances.

(b) TV reception

TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey

to be undertaken to verify that this is the case and that no additional mitigation is required.

(b) Air Quality

An air quality report notes that the site is located in the Greater Manchester Air Quality Management Air (AQMA) (where there are exceedance of annual mean nitrogen dioxide) and roads that are also located in the AQMA are likely to be used by traffic associated with the construction and completed development. The site is vacant/derelict and close to existing homes and businesses. As the site is vacant any activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and when the development is complete. These are all highly sensitive for the purposes of considering air quality impacts.

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are therefore likely to experience the effects of this during the construction period. There would be emissions from construction traffic which will enter the site via Old Mill Street from Great Ancoats Street.

The report concludes that the impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured as part of the construction management plan condition.

When the development is occupied, the effect on local air quality conditions is likely to be negligible. There would be no car parking except an on street bay for a disabled person. Nevertheless, an assessment of the operational road traffic has been undertaken to consider the impact on nitrogen dioxide and particulate matter concentrations at sensitive receptor locations. The results demonstrated no exceedances of nitrogen dioxide and particulate matters from the development.

The report concludes that no specific mitigation is required for air quality when the development is occupied. However, the applicant intends to put in place 100% cycle provision and a travel plan to support sustainable travel choices and take advantage of excellent public transport links.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing. Noise levels from construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly nearby roads. This would be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and apartments are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF

Waste management

The homes would require four 1100 litre bins: two for general refuse/organic matter, one for paper and card recycling and one for plastic, metal and glass. A bin store would be located to the west of the building. The building management team would take the bins to the collection area on Lampwick Lane on collection day and the return them to the bin store. Residents would segregate waste in their homes and take it to the refuse store, The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

The development would be accessible within the constraints of being a listed building. In accordance with the building regulations, the requirements of accessibility have to be balanced against preserving the listed building.

The limitations of the listed building means that achieving full complaint access to the building, dedicated car parking and access to all levels of the building would be challenging and affect the overall viability of the scheme. There are also level changes on Old Mill Street which make level access from the main entrance difficult without changing internal levels.

Level access would be from Lampwick Lane leading to a series of accessible ground floor homes. However, there would be no lift to the upper floors. There would be a parking space for a disabled person on Lampwick Lane.

Flood Risk/surface drainage

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

exasperate local flooding problems. As such, policy EN14 requires development to minimise its impact on surface water run off in critical drainage area.

A drainage statement has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby including New Islington tram stop which is 300 metre away. The proposal would have a minimal impact on the surrounding highway network due to this being a car free with the exception of a disabled bay on street and any servicing requirements.

A travel plan would encourage sustainable travel choices by residents. The applicant has also indicated that they would seek to understand travel circumstances as part of the tenant selection process to ensure that the accommodation is suitable. 100% secure cycle provision would be available.

Lampwick Lane would be used to service the building and necessary highways works to facilitate this would be secured by planning condition.

A construction management plan should be agreed to minimise the impact of construction activities on the highway network and nearby residents.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are not complex so as to prevent development provided a robust strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The current condition of the listed building, and the constrained nature of the site, requires a robust construction management plan. This would ensure that construction impacts (traffic, dust, noise etc) are minimised on those who live, work and access amenities locally.

The applicant has begun to work with their contractor to consider these matters and has prepared a draft construction management plan. The contractor is experienced and has work on other listed buildings in this part of the city centre.

The plan indicates that the building is currently unsafe to enter and the internal walls are showing signs of instability together with loose objects and unstable masonry. This requires a complex plan to keep workers and the community safe whilst the work is undertaken and ensure that the façade is protected and can be preserved.

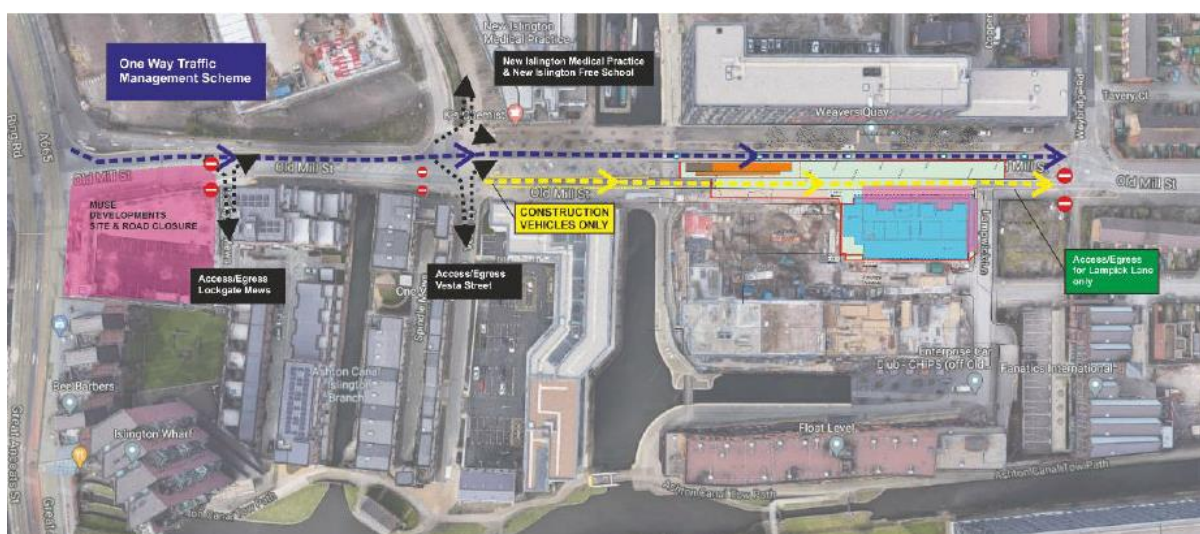
Work should take place between October 2021 and September 2023. The demolition is expected to commence at week 9 and last for 12 weeks. The second phase would be to construct the extensions and repair the façade.

Old Mill Street is a strategic route in the city centre. The plan indicates that peak times for deliveries would be avoided to minimise any traffic impacts on the network. A booking management system would be used to manage this.

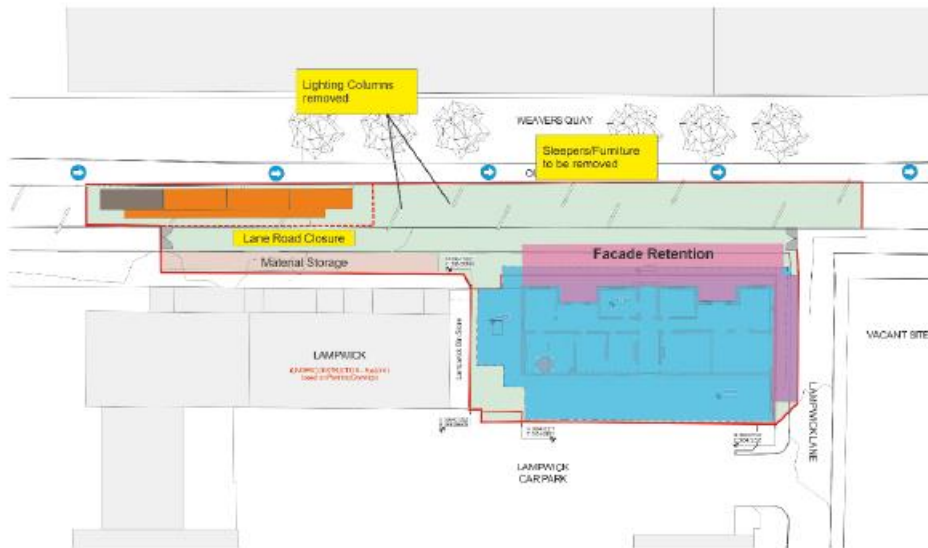
A traffic management system indicates that construction traffic would be directed in a one way system from Great Ancoats Street. Access to the Weavers Quay car park would remain available with no impact on the medical centre of New Islington Free School access road.

During the demolition phase Lampwick Lane would remain open to allow residents of the Lampwick and Stubbs Mills to gain access to car parks. The works would require a lane and central reservation closure on Old Mill Street to allow works to take place safely to the façades.

The removal of the West and South facades would be by hand from the scaffolding to ensure that no elements of the North and East elevations are damaged.



Routing strategy



Position of the hoarding line and land closure along Old Mill Street

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally and early indication indicated this would be in the highway.

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

The construction impacts can be managed and mitigated so that amenity or highway impacts would not warrant refusal. A planning condition would ensure that construction impacts are mitigated to maintain the operational effectiveness of the highway network, pedestrian safety and minimise impact on residential amenity.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition should require the final construction management plan is agreed to ensure the process has the minimal impact on surrounding residents and the highway network. The developer would also be encouraged to sign up to Membership of the Considerate Constructors Scheme and this would also be secured by planning condition.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

Public Opinion

Comments have been received in support of this planning application. A resident of Weavers Quay has requested that access be retained to the Weavers Quay car park due to requiring access to their disabled car parking. The car park entrance would remain accessible at all times.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The re-use of the Dispensary is a long standing priority and a local landmark. The applicant has presented a robust case for the extent of demolition, extension and alteration to the listed building in order to determine the optimum viable which has been independently verified by the City Council. Historic England have raised no objection to the proposal.

39 new affordable homes available for social rent would be created in the city centre and would meet identified housing needs. The design would be low carbon meeting a high proportion of its energy demands through on site renewable energy.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

The proposal would amount to substantial harm to the listed building but this is significantly outweighed by the substantial public benefits which would be delivered as a consequence of the development (socially, economically and environmentally as required by S66 meeting the criteria in paragraph 195 of the NPPF in full. There is a clear and convincing justification for the proposal and level of harm to the listed building which is accepted by Historic England (paragraph 194).

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Planning Application 130356/FO/2021

Recommendation MINDED TO APPROVE : subject to referral to the Secretary of State in accordance with the Arrangement for handling Heritage Applications – Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2021

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

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

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

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

Drawings

8803-BA-EX-00-DR-A-(01)100-P1, 8803-BA-EX-00-DR-A-(01)101-P1, 8803-BA-EX-00-DR-A-(01)106-P0, 8803-BA-XX-XX-DR-A-(01)105-P1, 8803-BA-EX-00-DR-A-(01)102-P1, 8803-BA-EX-01-DR-A-(01)103-P1, 8803-BA-EX-02-DR-A-(01)104-P1, 8803-BA-XX-XX-DR-A-(03)102-P1, 8803-BA-XX-XX-DR-A-(04)202-P1, 8803-BA-XX-XX-DR-A-(04)203-P1, 8803-BA-XX-XX-DR-A-(04)204-P1, 8803-BA-XX-XX-DR-A-(05)103 P1, 8803-BA-XX-XX-SH-A-(09)003 P2, 8803-BA-XX-XX-DR-A-(31)102 P0, 8803-BA-XX-XX-DR-A-(21)400 P1, 8803-BA-XX-XX-DR-A-(21)001 P0, 8803-BA-EX-XX-DR-A-(20)00, 8803-BA-EX-XX-DR-A-(20)002 -1, 8803-BA-EX-XX-DR-A-(20)001 -0, 8803-BA-XX-XX-DR-A-(31)002 P0, 8803-BA-XX-XX-DR-A-(21)002 P0

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

8803-BA-XX-00-DR-A(04)102-P2, 8803-BA-XX-XX-DR-A(02)101-P2, 8803-BA-XX-XX-DR-A(02)102-P2, 8803-BA-XX-XX-DR-A-(03)101-P2, 8803-BA-XX-00-DR-A(04)103-P2, 8803-BA-XX-01-DR-A(04)104-P2, 8803-BA-XX-02-DR-A(04)105-P2, 8803-BA-XX-03-DR-A(04)106-P2, 8803-BA-XX-04-DR-A(04)107-P2, 8803-BA-XX-05-DR-A(04)108-P2, 8803-BA-XX-06-DR-A(04)109-P2, 8803-BA-XX-04-DR-A-(04)201-P2, 8803-BA-XX-04-DR-A-(04)205-P2, 8803-BA-XX-04-DR-A-(04)206-P2, 8803-BA-XX-04-DR-A-(04)207-P2, 8803-BA-XX-06-DR-A(04)200-P2, 8803-BA-XX-XX-DR-A-(05)201_P2, 8803-BA-XX-XX-DR-A-(05)202_P2, 8803-BA-XX-XX-DR-A-(05)101-P2, 8803-BA-XX-XX-DR-A(05)102-P2, 8803-BA-XX-XX-DR-A-(06)101-P2, 8803-BA-XX-XX-DR-A-(06)102-P2

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021

Supporting information

Design and Access Statement prepared by Buttress; Accommodation / Apartment Schedule prepared by Buttress; Materials Schedule prepared by Buttress; Statement of Consultation prepared by Deloitte; Heritage Statement prepared by KM Heritage; Conservation Strategy prepared Buttress; Archaeological Desktop Study prepared by Salford Archaeology; Geo-Environmental Phase 1 Desk Study prepared by Applied Geology; Drainage Strategy prepared by Ridge; Energy Strategy prepared by Ridge; Environmental Standards Statement prepared by Ridge; M&E Statement prepared by Ridge; Structural Statement prepared by Ridge; Condition Survey prepared by Ridge; Condition Report prepared by Buttress; Tower Re-Construction Pallets Survey prepared by Buttress; Waste Management Strategy prepared by Buttress; Affordable Housing Statement prepared by Great Places; Residential Management Statement prepared by Great Places; Daylight / Sunlight Assessment prepared by Scanlan Hill; Ecology Survey, including Bat Survey prepared by ERAP; Crime Impact Statement prepared by Greater Manchester Police; Travel Plan Framework prepared by Ashley Helme; Transport Assessment prepared by Ashley Helme; Phase 1 Desktop Geo-environmental Assessment prepared by Applied Geology; Television and Radio Reception Impact Assessment prepared by GTech Surveys Ltd; Broadband Connectivity Assessment prepared by Watt; Local Labour Agreement prepared by Great Places; Local Labour KPI prepared by Eric Wright; Construction Management Statement, including a Construction Waste Management Plan prepared by Eric Wright; Outline Demolition Methodology prepared by Eric Wright; Noise Impact Assessment

prepared by dBx Acoustics Ltd; Air Quality Assessment prepared by Hilson Moran; 1 Bed Supporting memo prepared by Great Places; and Topographical Land Survey prepared by JLP Surveying.

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

Viability Report prepared by Lambert Smith Hampton stamped as received by the City Council, as Local Planning Authority, on the 28 May 2021

Updated Conservation Strategy; Updated Materials Schedule; Updated Waste Management Strategy; Updated Design and Access Statement; Updated Mock Up Sample Panel drawing; 8803-BA-XX-00-DR-A-(32)003 - Main Entrance Details; Updated Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021

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

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

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

4) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the Updated Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021, (a) the development shall not commence (other than site clearance and demolition) until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The total SW discharge rate into the UU combined sewer for the 1 in 100 year event plus 40% climate change should not exceed 7.5l/s. By having an overflow pipe for the 1 in 100 year event will cause the total discharge rate from the site to exceed 7.5l/s when considering a 40% allowance for climate change. Attenuation should be designed to store surface water on site during the critical 1 in 100 year event plus an additional 40% for climate change with a controlled outfall not exceeding 7.5l/s.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system.

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

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

6) No groundworks shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. Informed by the Updated North West Archaeological Research Framework, a phased programme and methodology of investigation and recording to include:

- an archaeological watching brief to be maintained during ground-breaking works.
- archaeological Building Survey (level 3)

2. A programme for post-investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

7) a) Notwithstanding Report on Desk Study at Ancoats Dispensary, Applied Geology, reference: AG3181-20-AL18-Issue 2, Dated: February 2021.1, the development shall not commence, other than demolition and site clearance works, until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a Site Investigation and Risk Assessment Report;
- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the first occupation of the development.

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

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

8) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved

in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o A method statement to protect the Rochdale Canal from accidental spillages, dust and debris
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to any above ground works, samples and specifications of all material to be used on all external elevations of the development and boundary treatments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part the development.

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

10) Prior to any above construction of boundary treatment, details of the siting, scale and appearance of any boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) The development hereby approved shall be carried out in accordance with the Energy Strategy prepared by Ridge; Environmental Standards Statement prepared by Ridge stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. The development shall achieve a minimum of 11% in carbon on Part L 2013 Building Regulations.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

This shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

13) (a) prior to any above ground works, details of a hard and soft landscaping treatment scheme shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development.

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

14) (a) Notwithstanding the Noise Impact Assessment prepared by dBx Acoustics Ltd stamped as received by the City Council, as Local Planning Authority 11 May 2021, prior to any above ground work a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

15) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or

acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

16) Notwithstanding drawing 8803-BA-XX-XX-DR-A-(21)400 P0 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to any above ground works, details of the siting, scale and appearance of the bin and cycle store shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented and made available for as long as the development is in use.

Reason – In order to ensure that the bin and cycle store is of a suitable appearance pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

17) The waste management arrangements for development hereby approved shall be carried out in accordance with Updated Waste Management Strategy and drawing 8803-BA-XX-00-DR-A(04)103-P2 stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

18) The provision of 39 cycle spaces, as shown on drawing 8803-BA-XX-00-DR-A(04)103-P2 stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021, shall be implemented and made available prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1, EN3 and DM1 of the Core Strategy.

20) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that the measures within the document have been implemented.

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.

22) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Resurfacing of existing footways and forecourt;
- Creation of a any loading arrangements and disabled parking bay to Lampwick Lane

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

24) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

26) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Ashley Helme stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

27) Prior to the first occupation of the development hereby approved, details of the siting, scale and appearance of the solar panels to the apartments (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

28) Notwithstanding the TV Reception Survey prepared by GTech Surveys Ltd, stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

Informatives

Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species(Amendment) (EU Exit) Regulations 2019it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat work employed to assess how best to safeguard the bat(s). Natural England should also be informed.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

Listed Building Consent 130357/LO/2021

Recommendation Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The demolition, extension and alteration Ancoats Dispensary shall not be undertaken before a contract for the carrying out of the building works have been made, and planning permission has been granted for the redevelopment for which the contract provides, and evidence of that contract has been supplied to the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following external alterations to the existing building pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

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

Drawings

8803-BA-EX-00-DR-A-(01)100-P1, 8803-BA-EX-00-DR-A-(01)101-P1, 8803-BA-EX-00-DR-A-(01)106-P0, 8803-BA-XX-XX-DR-A-(01)105-P1, 8803-BA-EX-00-DR-A-(01)102-P1, 8803-BA-EX-01-DR-A-(01)103-P1, 8803-BA-EX-02-DR-A-(01)104-P1, 8803-BA-XX-XX-DR-A-(03)102-P1, 8803-BA-XX-XX-DR-A-(04)202-P1, 8803-BA-XX-XX-DR-A-(04)203-P1, 8803-BA-XX-XX-DR-A-(04)204-P1, 8803-BA-XX-XX-DR-A-(05)103 P1, 8803-BA-XX-XX-SH-A-(09)003 P2, 8803-BA-XX-XX-DR-A-(31)102 P0, 8803-BA-XX-XX-DR-A-(21)400 P1, 8803-BA-XX-XX-DR-A-(21)001 P0, 8803-BA-EX-XX-DR-A-(20)00, 8803-BA-EX-XX-DR-A-(20)002 -1, 8803-BA-EX-XX-DR-A-(20)001 -0, 8803-BA-XX-XX-DR-A-(31)002 P0, 8803-BA-XX-XX-DR-A-(21)002 P0

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

8803-BA-XX-00-DR-A(04)102-P2, 8803-BA-XX-XX-DR-A(02)101-P2, 8803-BA-XX-XX-DR-A(02)102-P2, 8803-BA-XX-XX-DR-A-(03)101-P2, 8803-BA-XX-00-DR-A(04)103-P2, 8803-BA-XX-01-DR-A(04)104-P2, 8803-BA-XX-02-DR-A(04)105-P2, 8803-BA-XX-03-DR-A(04)106-P2, 8803-BA-XX-04-DR-A(04)107-P2, 8803-BA-XX-05-DR-A(04)108-P2, 8803-BA-XX-06-DR-A(04)109-P2, 8803-BA-XX-04-DR-A-(04)201-P2, 8803-BA-XX-04-DR-A-(04)205-P2, 8803-BA-XX-04-DR-A-(04)206-P2, 8803-BA-XX-04-DR-A-(04)207-P2, 8803-BA-XX-06-DR-A(04)200-P2, 8803-BA-XX-XX-DR-A-(05)201_P2, 8803-BA-XX-XX-DR-A-(05)202_P2, 8803-BA-XX-XX-DR-A-(05)101-P2, 8803-BA-XX-XX-DR-A(05)102-P2, 8803-BA-XX-XX-DR-A-(06)101-P2, 8803-BA-XX-XX-DR-A-(06)102-P2

Supporting documents

Design and Access Statement prepared by Buttress; Materials Schedule prepared by Buttress; Heritage Statement prepared by KM Heritage; Conservation Strategy prepared Buttress; Archaeological Desktop Study prepared by Salford Archaeology; Structural Statement prepared by Ridge; Condition Survey prepared by Ridge; Condition Report prepared by Buttress; Tower Re-Construction Pallets Survey prepared by Buttress

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021

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

4) No groundworks shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. Informed by the Updated North West Archaeological Research Framework, a phased programme and methodology of investigation and recording to include:

- an archaeological watching brief to be maintained during ground-breaking works.
- archaeological Building Survey (level 3)

2. A programme for post-investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

5) Prior to the commencement of works to remove the following listed fabric, as indicated on drawings 8803-BA-XX-XX-DR-A-(04)202, 8803-BA-XX-XX-DR-A-(04)203 and 8803-BA-XX-XX-DR-A-(04)204 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, a detailed method statement shall

be submitted detailing how the fabric will be removed together how the remaining historic fabric will be protected and repaired once removal takes place.

This condition applies to the following works:

- Removal of external walls, internal walls and basement.

The removal works shall be carried out in accordance with the approved details. Should any other parts of the Listed structure become damaged as a consequence of the removal/alteration work then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the method used to remove historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

6) Prior to the commencement of the extension to the listed building as approved under planning permission 130356/FO/2021, a detailed method statement and specification detailing how the development will be fixed/erected adjacent to the listed building shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the interface of the development would be attached to the historic fabric, what historic fabric, if any, needs to be removed/altered and how the historic fabric will be repaired once the interface has been attached. The method statement should be supported by appropriate sections where necessary.

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the method used to attach the development to the historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

7) Prior to the commencement of repair works to the interior and exterior masonry, a details method statement and specification (including material specification) for the removal, alteration, repair, re-pointing, cleaning and replacement works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage brick work and stonework and other materials wherever possible in the works associated with the development. Should it not be possible to use salvage material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be agreed with the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the exterior of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

8) Prior to the commencement of works to install any relevant mechanical and electrical (M & E) installations (including CCTV and lighting) attached to any listed fabric, detailed plans, method statement and specification showing the location, profile, fixing, sections and suitable samples, where necessary shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the M & E no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the M & E at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

9) Prior to the alteration to the doorway and installation of the proposed new door to the main entrance along Old Mill Street , as indicated on drawings 8803-BA-XX-XX-DR-A-(05)101-P2 stamped as received by the City Council, as Local Planning Authority, on 12 July 2021 a detailed method statement detailing how the door and alterations would be undertaken and abut/fix to the historic fabric (including appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this should include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

10) Prior to the installation new windows within the existing listed façade, as indicated on drawings 8803-BA-XX-XX-DR-A-(05)202_P2 and 8803-BA-XX-XX-DR-A-(05)101-P2 stamped as received by the City Council, as Local Planning Authority, on 12 July 2021, a detailed method statement and specification of the windows (including how they will be fitted and fixed to the historic fabric - appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local

Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

11) Prior to the commencement of works associated with the repair, restoration and alteration of the central tower, as indicated on drawing 8803-BA-XX-XX-DR-A-(05)201 REV P2 stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021 and drawings 8803-BA-XX-XX-DR-A-(21)001 and 8803-BA-EX-XX-DR-A-(20)002 P0 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, a detailed method statement and specification for the following works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works, use of materials, fixing details and sections where appropriate. This shall include the following:

- Repair, restoration and alteration of brick and stone work to the tower;
- use of new or reclaimed material;
- Structural details.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and to ensure that the repair and maintenance work is suitable and appropriate for the restoration of the ventilation stack pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

12) Prior to the commencement of works to the rooflights and dormers, as indicated on drawings 8803-BA-XX-XX-DR-A-(05)201 REV P2 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and drawing 8803-BA-XX-XX-DR-A-(05)201 REV P2 stamped as received by the City Council, as Local Planning Authority, on the 12 July 2021, a detailed method statement and specification for the following works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works, use of materials, fixing details and sections where appropriate. This shall include the following:

- Repair, restoration and alteration of brickwork;
- details of the lead flashing and sample of slate roof tile.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and to ensure that the repair and maintenance work is suitable and appropriate for the restoration of the ventilation stack pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

13) Prior to the commencement of works reinstate rainwater goods to the listed building, a detailed method statement, specification and location of rainwater goods shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the rainwater goods shall be shall be carried out in accordance with this method statement.

Reason - To ensure the rainwater goods are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

14) Prior to the commencement of works install the terracotta vents to the building, a detailed method statement, specification and location of vents shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the vents shall be shall be carried out in accordance with this method statement.

Reason - To ensure the rainwater goods are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

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: 130356/FO/2021 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
 Work & Skills Team
 MCC Flood Risk Management
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 National Amenity Societies
 Greater Manchester Ecology Unit
 Ancoats Dispensary Trust**

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 : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
130390/FO/2021	13th May 2021	29th Jul 2021	Ancoats & Beswick Ward

Proposal Erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

Location Land At Downley Drive, Manchester, M4 6BW

Applicant Great Places Housing Association, C/o Agent

Agent Katie Wray, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 68 affordable homes within a mixture of tenures. 23, houses would be for affordable rent and shared ownership (11 and 12 respectively) whilst all 45 apartments would be for social rent.

One neutral comment has been received from a local resident.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed for housing which have subsequently been demolished. The site is a long standing regeneration opportunity having been identified in successive regeneration strategies for this part of New Islington. The proposal is in a highly sustainable part of the city centre and would contribute to the supply of high quality affordable homes.

Economic Jobs would be created during the construction process. The provision of new homes at the site would support the growing population in an area identified for medium to high density development.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The provision of high quality affordable homes is vital to support a growing population. A range of tenures would ensure all homes needs are catered for including social and affordable rent and shared ownership in line with local housing needs.

Environmental This would be a carbon neutral development in a highly sustainable location. The development would balance car parking provision with active travel and

encourage public transport use. All homes would be fitted with an electric car charging point together with 20% of the spaces available for the apartments. There are no unduly harmful impacts on local air quality. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment There would be no material impact on the nearby heritage assets. This is considered in detail in the report.

Impact on local residents The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards.

A full report is attached below for Members consideration.

Description

The site is 0.69 hectares, and bounded by St Vincent Street and the Rochdale Canal, Woodward Place, Downley Drive and Kingham Drive. It is in New Islington and close to Ancoats and Miles Platting. These are areas which have seen significant, recent regeneration with investment in housing and place making.



Location plan

The western portion of the site is overgrown shrubland and hardstanding and is fenced off. The eastern portion comprises open grassland with mature trees. A footpath cuts through the site from St Vincent Street to Downley Drive.



Photographs of the application site – (left image from the Rochdale Canal towpath) (right image from Downley Drive)

There is a 3 metres level change from the Rochdale Canal to Downley Drive.

The area immediately around the application site contains medium to high density buildings with the larger buildings in the Ancoats conservation area. There are two and three storey family housing along Downley Drive and St Vincent Street. Cotton Field Park, New Islington Marina, New Islington Free School and the Medical Centre on Old Mill Street provide essential amenities.

The site is not in a conservation area but the Ancoats conservation area is adjacent to the northern boundary on the opposite site of the Rochdale Canal. The nearest listed building is the grade II* Listed Union Street Bridge, 146 metres to the west.

The site is located within Flood Zone 1 and in a critical drainage area.

The applicant is a Registered Provider of affordable accommodation and tenancy services in the North West and Yorkshire. They, Manchester Life and the City Council are bringing forward strategic sites in Ancoats and New Islington to implement the Neighbourhood Development Framework (NDF). Sites will be brought forward for owner occupied residential accommodation as well as affordable housing, and other public benefits.

This planning application is being brought forward alongside a number of other proposals by the strategic partnership in order to realise the benefits described above. These planning applications are:

- Eliza Yard (130354/FO/2021) for the erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works
- Ancoats Mobility Hub (130627/FO/2021) for the erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary

The above planning applications are being considered together in order to realise the public benefits of these schemes being brought forward at the same time.

Overall, during the construction phase there will be approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. There are also a number of indirect benefits in the local supply chain as a result of the construction phase which will result in an addition of approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals will provide circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits together with contributing towards the continued regeneration of this part of east Manchester.

The proposal

This proposal would provide 68 affordable homes with 23 houses for affordable rent and shared ownership (11 and 12 respectively) and 45 apartments for social rent.

The houses would be two and three storey with 20, three bed and 3, two bed. Each house would have a car parking space fitted with an electric charging point. The rear garden would contain the refuse area and bike shed.

The apartment building would be four storey with 22 one bed and 23 two bed. There would be 21 car parking spaces, including two for disabled people, with 20% of the having an electric car charging point and 100% cycle provision in an internal secure store. Refuse arrangements would be internal. An external amenity area would be created to the southern side of the building.

Massing & Scale (Continued)



Comparative Massing Elevation along Rochdale Canal & St. Vincent Street

Street scene along St Vincent Street showing the four storey apartment building and a row of three storey dwellinghouses

All homes would meet the City Council's space standards requirements and would be highly energy efficient creating a carbon neutral development.

The layout positions houses onto St Vincent Street and a new section of road created off Woodward Place/Downley Drive. The apartment building would be accessed from St Vincent Street with pedestrian access off the canal towpath.



Proposed layout of the development

The buildings would be constructed in buff brick with deep window reveals and contemporary boundary treatments. This would complement the older brick buildings

in Ancoats and the contemporary architecture in New Islington and Miles Platting. The development provides the opportunity for planting and trees in front of the new houses and in the amenity area of the apartment building.



Indicative image of the proposed dwellinghouses and apartment building

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Archaeological Desk Based Assessment;
- Flood Risk and Drainage Strategy;
- Environmental Standards and Energy Statement;
- Statement of Consultation;
- Planning Statement (including Green and Blue Infrastructure Statement)
- Noise Assessment;
- Air Quality Report;
- Ground Conditions and Land Contamination Report
- Ecological Assessment;
- Arboricultural Impact Assessment;
- Transport Statement;
- Travel Plan Framework;
- Waste Management and Servicing Strategy;
- Framework Construction Management Plan;
- Local Benefit Scheme;
- Crime Impact Statement;
- Ventilation Strategy;
- Daylight/Sunlight Assessment;
- TV Reception Survey;

- Broadband Connectivity Assessment;
- Residential Management Statement;
- Affordable Housing Statement.

Planning History

067144/OO/NORTH1/03 OUTLINE APPLICATION Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sqm of office space, new waterway and lagoon, primary school and health centre Approved

070731/MO/2004/N2 RESERVED MATTERS APPLICATION pursuant to Outline Planning Application 067144/OO/NORTH1/03 relating to modifications to Woodward Place, new access tracks for proposed school to rear of Central Retail Park and section of new canal linking into existing Rochdale Canal Approved

079633/OO/2006/N1 OUTLINE APPLICATION for the re-development of the Miles Platting neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. Demolition of 278 residential properties and 28 areas of commercial properties/community facilities. Refurbishment works to 1757 retained houses and apartments. Erection of a maximum of 6935 sq. metres (gross) commercial and community facilities (Classes A1,A2,A3,A4,A5,D1 and D2) on Oldham Road/Varley Street. Erection of a maximum 600 sq. metres (gross) inter-denominational community facility floorspace adjacent to Rochdale Canal (Class D1). Provision of a maximum area of 0.74 hectares for education-related Class D1 use to south-east of St. Marks School. Provision of 2.64 hectares public open space including canal-side walkway and informal amenity areas. Provision of new and refurbished highway network and associated parking Approved

085098/FO/2007/N1 Erection of 4 no. terrace blocks of 2 to 3 storeys (with mezzanine) to form 29 (2,3 and 4 bedroom) houses with basement car parking for 38 cars, central communal garden areas, landscaping and associated boundary treatments. Approved

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and conservation area. Site notices were displayed. Notification letters have been sent to an extensive area of local residents and businesses.

One comment questions how deliveries etc would access the site as Downley Drive has not been a through road for approximately 30 years.

Highway Services advise that the traffic can be accommodated in the local highway network. The location is highly sustainable with access to public transport. Highway

improvements are required to create a safe highway and pedestrian environment. The level of car and cycle provision is acceptable and should be supported by a travel plan. A construction management plan is required.

Environmental Health recommends conditions regarding construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the homes. The waste management strategy and air quality assessment is acceptable. Further ground investigations are required including a verification report on completion of the development.

Works and Skills Team recommend a local labour scheme condition.

Neighbourhood Services (Trees) the site has already been cleared of trees and the mitigation proposals in the landscaping scheme are acceptable.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency no objection subject to conditions to protect controlled ground waters from contamination, to agree piling details and to restrict ground infiltration.

The site is located on drift geology of glacial till comprising clay, silt and sand - classified as a Secondary Undifferentiated aquifer. The bedrock beneath the site is Manchester Marl mudstone in the west of the site, classified as Secondary B aquifer, and Collyhurst Sandstone in the east part of the site, classified as Principal aquifer.

The Rochdale Canal is classified as a Water Framework Directive and is also designated as a Site of Biological Importance (SBI) and a Local Wildlife Site (LWS). These assets are considered to be primary controlled waters receptors.

Canal and River Trust further consideration should be given to the location of the bin store in the apartment building and creative use of windows along with greater consideration to the public realm. The construction management plan should minimise impacts on the canal and ensure that its structural stability is not affected. There should be no drainage into the canal and details of lighting should be agreed.

Coal Authority as the site is in the defined Development Low Risk Area a Coal Mining Risk Assessment is not required.

Greater Manchester Ecology Unit advise that conditions should be used to protect the canal during construction, protect nesting birds and seek biodiversity improvements. Further information has been provided during the course of the application to determine that there would be no negative impact on species in the canal from shadowing. The optimum location of the amenity space for the apartment building would be adjacent to the canal.

Greater Manchester Archaeology Advisory Service (GMASS) there is archaeological interest in below ground remains relating to the 19th century Titanic Steel Works, which was replaced in the early 20th century by St Vincent's Home, a

Magdalen Laundry run by the Sisters of Charity. A condition should explore this archaeology further.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

Policy

The Development Plan

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality affordable homes in a highly sustainable location within a strategic regeneration area.

SO2. Economy – High quality affordable homes in this sustainable location would support economic growth. The construction would create local job opportunities,

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision. Trees and planting are proposed.

Policy SP1 'Spatial Principles – The proposal would improve visual amenity and the character of New Islington and the Rochdale Canal. The buildings would be a high quality addition to the street scene and complement existing and recent development in the area.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide affordable homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a gap site between New Islington and Miles Platting.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats, New Islington and Miles Platting. It would be fully accessible with secure parking space for disabled people. On site car parking would be provided with a high proportion of those being adapted for electric car charging.

Policy T1 ‘Sustainable Transport’ – There is access to all public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The range of accommodation sizes and tenures would be attractive to families. Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a brownfield site in New Islington and deliver good quality affordable accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage.

Policy H4 ‘East Manchester’ – The proposal would provide high density homes in a range of tenures and sizes. 23 homes would be suitable for families.

Policy H8 ‘Affordable Housing’ – The proposal would provide 68 affordable homes. 45 social rented, 11 affordable rent and 12 shared ownership.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ –The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 'Green Infrastructure' –The development would provide tree planting and landscaping. Green infrastructure would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - Trees and planting would enhance biodiversity. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of construction activities. Other measures to minimise the impact of the operations of the development include a travel plan, 100% cycle provision and use of electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The sites historic means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. There would be no worsening of water quality conditions subject to mitigation.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC18 'Conservation Areas' - The proposal would have minimal impact on the setting of the nearby conservation area.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings.

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

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

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

Other material policy considerations

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

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

Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to

another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Ancoats and New Islington Neighbourhood Development Framework (2014, 2016)

The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the city's housing needs.

The application site is located within the neighbourhood of New Islington but lies on the border of Ancoats and Miles Platting on the northern and western boundaries.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development. This includes wholesale landscaping and public realm work throughout the neighbourhood namely the Marina, Cutting Room Square and Cotton Fields Park.

The Ancoats and New Islington area remains a key opportunity area where high density development in a sustainable location. This is evident through the recent development activity in the central part of Ancoats and New Islington.

The application site lies between the Poland Street Character Area and New Islington Character Area, sitting adjacent to both areas on its northern and western boundaries. The Poland Street Character Area will prioritise a mixture of residential and commercial land uses that will be paired with active frontages to create a vibrant atmosphere and foster a collective sense of community. Residential uses will be predominantly apartment-led but may include the creation of townhouses to attract

more families into the area and therefore create a seamless transition into the family format of Miles Platting. The New Islington Character Area will be a predominantly residential area with a limited amount of retail uses at ground level and will focus on enhancing the marina through high-quality development.

The 2016 NDF identifies that the low-rise residential neighbourhood of Miles Platting has a distinct character in contrast to the more dense and urban neighbours of Ancoats and New Islington which are more effectively tied into Manchester City Centre. As highlighted within the 2016 NDF, the application site falls within an area which can act as a transition zone between these two distinct characters. This can be achieved through setting design principles that include a gradual decrease in building height from the medium-rise buildings in Ancoats and New Islington into the low-rise family dwellings in Miles Platting.

The Proposed Development has been identified as a key area for future development opportunities in the 2016 NDF. The proposed development represents infill development on a long-term vacant Site that has consistently been identified for residential development. The Site benefits from a location within close proximity to the Rochdale Canal towpath, which is proposed for improvement works in the future. The proposed development will create a more fitting boundary to the towpath, improving natural surveillance and creating an improved environment compared to currently unmaintained vacant site.

Eastlands Regeneration – A New East Manchester (2008, 2011, 2017)

The Site forms part of the Eastlands Regeneration Framework (“ERF”). The area has been promoted for strategic development since the ‘New East Manchester: A New Town in the City’ was first published. This was eventually superseded by ‘The East Manchester Strategic Regeneration Framework 2008 – 2018’.

The Site is identified in the 2008 ERF as part of a Neighbourhood Improvement Area. This would relate to the Miles Platting Private Financing Initiative (PFI) that was formed between Manchester City Council and urban regeneration company Renaissance Consortium in order to revitalise the neighbourhood and improve MCC’s existing housing stock. This housing renewal initiative would therefore support the wider objectives of the Eastlands Regeneration Framework by providing the high-quality housing that is required for the new and existing residents of Miles Platting and East Manchester.

Part of the Site which is immediately adjacent to St Vincent Street to the north and Woodward Place to the south is identified within the 2008 Framework as a Family Residential Neighbourhood. This refers to Miles Platting as it is a predominantly low-rise residential neighbourhood in its character. The 2008 ERF states that Miles Platting will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to the new and existing residents of East Manchester.

The 2008 ERF sets out that new housing development in Miles Platting will be promoted on vacant Sites that have resulted from housing and other demolitions.

Following the winding down of the Development Corporation and funding for New East Manchester in 2011, a new strategy was required to develop a range of partnership structures that would take the area forward following the national economic recession. The Abu Dhabi United Group entered into a partnership to commit to the regeneration of the area and the delivery of the 2011 ERF has since helped to guide in excess of £400m of private and public investment in the area, utilising the Etihad Campus as a driver of economic activity.

This investment has delivered significant assets to East Manchester by expanding the Etihad Campus, including new high-class sports facilities, community hubs, sports and educational facilities as well as the opening of the Metrolink Phase 3a East Manchester tramline in 2013, which provided five tram stops in East Manchester.

Refreshed versions of the ERF were later endorsed by MCC in 2017 and 2017. The refreshed 2017 ERF was created to guide and develop future regeneration activity westwards along the Ashton Canal Corridor and aims to connect the Etihad Campus with the eastward expansion of the City Centre. The 2017 framework do not primarily focus on Miles Platting nor make any specific designations to the Site. Although, these frameworks identify the potential for positive linkages to be formed between East Manchester and the City Centre, including Miles Platting.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the*

achievement of sustainable development. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 68 new homes all of which would be affordable and available for social and affordable rent as well as shared ownership. A mixture of one, two and three bedroom accommodation would be available at the site catering for all family sizes and needs.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site and along with car parking. Disabled residents would have access to disabled car parking. Rear gardens would be provided for the new dwellings as well as an external amenity area for the apartments.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel to the site. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by electric car charging technology supporting the shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the

standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

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

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states 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, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would not result in any degree of harm to the nearby heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Ancoats Conservation Area declaration

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

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

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer-term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City’s economy recovers post-pandemic, more homes are required to fuel and complement it.

The Ancoats and New Islington NDF identifies the site for medium to high density housing as part of regenerating the area. The site is identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which could come forward for housing.

Manchester’s population has increased by 19% since 2001, with the city centre population growing from a few thousand in the 1990s to 24,000 by 2011. The population will increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. This proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth and success.

This development would deliver 68 affordable homes which would be attractive to families, as well as smaller households, in a well-connected location. The affordable homes would be of a mixed tenure comprising social and affordable rent as well as shared ownership thereby enhancing the housing stock for those with specific accommodation requirements.

The 23 houses would offer two and three bed accommodation suitable for families. The 45 apartments, 22 one bed and 23 two bed, would be suitable for families and smaller households looking to downsize, freeing up larger homes in the applicant's property portfolio for families. The space standards for these homes would be consistent with the City's adopted space standards.

Part of the site is currently used as informal green space with an unadopted footpath cutting through it. The site has no formal status as open space within the development plan and the proposal must be considered against the relevant policies outlined within this report. It is a brownfield site having been previously developed. All previous development was removed some years ago and laid to grass in preparation for development.

The site is also a long-standing regeneration priority for the City Council having been identified in various regeneration strategies over the years including the Miles Platting PFI which included the application site when it received outline planning permission. This site did not come forward but the applicant is now in a position to do so and has provided evidence that the proposal is viable and deliverable. The applicant would prioritise local labour through the construction programme and this would be secured as a condition.

The socio-economic benefits associated with the development are significant and would support economic and population growth, create jobs and increase local spending and taxation. The carbon natural design, sustainable drainage, biodiversity improvements from tree planting and soft landscaping would deliver environmental benefits and improve the appearance of the area. These matters are considered further in this report.

The new homes would be consistent with growth priorities and regeneration frameworks for this area and as part of meeting the policies SP1, H1, H4 and EC3 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% is the starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The proposal would provide 68 affordable homes (100%) of which 45 would be for social rent, 11 affordable rent and 12 shared ownership. This is in excess of the 20% requirement required by policy H8.

The affordable housing would be secured through the City Council's land interest in the site to ensure the development remains compliant with the policy. The mixture of social rent, affordable rent and shared ownership is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

Climate change, sustainability and energy efficiency

The proposal would be a carbon neutral development in a highly sustainable location with excellent access to public transport. The site is close to amenities in Ancoats and the New Islington Marina. The New Islington Tram stop is nearby.

Sustainability principles would be incorporated into the construction process and minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Each house would have a parking space fitted with a 7kw fast charging electric car charging point. The apartment would have 47% parking, with 20% of them fitted with a fast charging point and the opportunity to review this through the travel plan.

A travel plan would encourage residents to use public transport and reduce vehicle trips from the site. There apartments would have a secure cycle store with 45 spaces and each house would have a cycle store.

The development would be carbon neutral with a highly efficient thermal envelop and low carbon sources for heating and hot water. A fabric first approach provides an efficient air and ventilation with a mechanical ventilation heat recovery (MVHR) system for the apartment building and houses.

The houses and apartments would have air source heat pumps (ASHPs) that would supply hot water to the apartments and both heating and hot water to the houses. In addition, the roof would have an 8kw photovoltaic array.

These measures would achieve a site wide reduction in CO2 over Part L (2013) of the Building Regulations of 61.1%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 9% reduction in CO2 on Part L (2013) Building Regulations. This would decrease further as the grid decarbonises. The applicant is also committed to providing 100% of its electricity from a renewable energy electricity provider from first use. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

The development has also been adapted for climate change by incorporating sustainable drainage measures, permeable pavements and drains and enhancing biodiversity at the site through landscaping and tree planting.

Impact of the historic environment and cultural heritage

The Site is not in a Conservation Area but the southern boundary of the Ancoats Conservation Area is 50 metres away on the opposite side of the Rochdale Canal. There are several Grade II and Grade II* Listed Buildings or structures within the wider area, however none are close to this site. The nearest Listed Building is the Grade II Union Street Bridge on the Rochdale Canal to the west, 200 m away. The nearest Grade II* Listed Building is Waulk Mill which is 240 m from this site.

The applicant has provided information which demonstrates that views of the conservation area and listed buildings are not materially affected by the proposal. Photographs show that there would be no listed buildings visible within views of the proposal as it would be obscured by existing buildings.

Some views of the site would be appreciated from the conservation area but this would not materially affect the significance of the conservation area or how it is understood. The conservation area is more fragmented in this area with no listed building or non designated heritage assets. The area is dominated by vacant sites, surface parking and low rise industrial buildings. The sloping nature of the site towards Downley Drive, hinders views in and out of the conservation area or of nearby listed buildings. The most highly sensitive views in the conservation area are along key radial routes such as Jersey Street which are not affected by the development.

The analysis that the impacts on the nearby heritage assets would not be material is considered to be appropriate. There would be no impact on the significance of the conservation area or listed buildings which would all remain legible and understood.

The proposal would respond positively to its context and reflects the scale of nearby development. The two and three storey houses complement the low rise housing and the apartment building provides a presence to the canal and transitions in scale from the higher density developments in Ancoats to the lower rise developments in this part of New Islington and Miles Platting. The proposal is therefore not considered to conflict with policies EN3 and CC9 of the Core Strategy or saved policies DC18 and DC19 of the UDP.

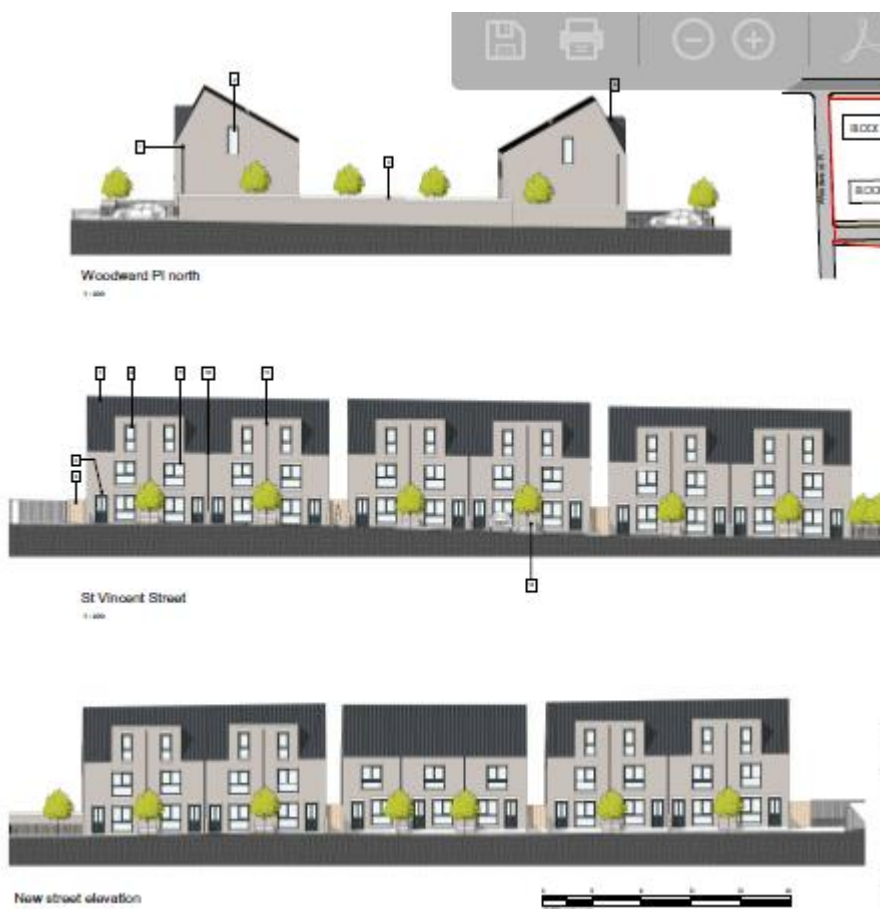
Impact on Archaeology

There archaeological interest relating to the 19th century Titanic Steel Works, which was replaced in the early 20th century by St Vincent's Home, a Magdalen Laundry run by the Sisters of Charity. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The layout and scale aims to create a development of the highest quality with active street frontages and linkages with the Rochdale Canal towpath. There is also a sewer easement across the site which needs to be avoided.

The layout would provide a strong building line along St Vincent Street, Woodward Place and a new section of road parallel to St Vincent Street off Woodward Place. 3 blocks, fronting each road (6 in total), would consist of 3 terrace properties and would be 2 and 3 storey high. Fronts doors and car parking space would be located to the front of each property which would be broken up with hard and soft landscaping and boundary treatment. The scale of the houses would be in keeping with the characteristics of the area.



Elevations of the dwellinghouses

Asymmetric roof forms and dormer bays create a contemporary roof form to the houses. Recessed rainwater goods and fully glazed vertical windows in a deep reveal, with an opaque lower panel, provide a high quality finish to the dwelling. The boundary walls would be in matching brick to provide a robust street edge.



Images of the proposed dwellings

The elevations would be constricted of a buff brick with dark mortar and a standing seam roof which would match the colour of the window frames and rainwater goods. A soldier course header and pre-cast cill would complete a limited materials palette,.



Bay 3 - Houses

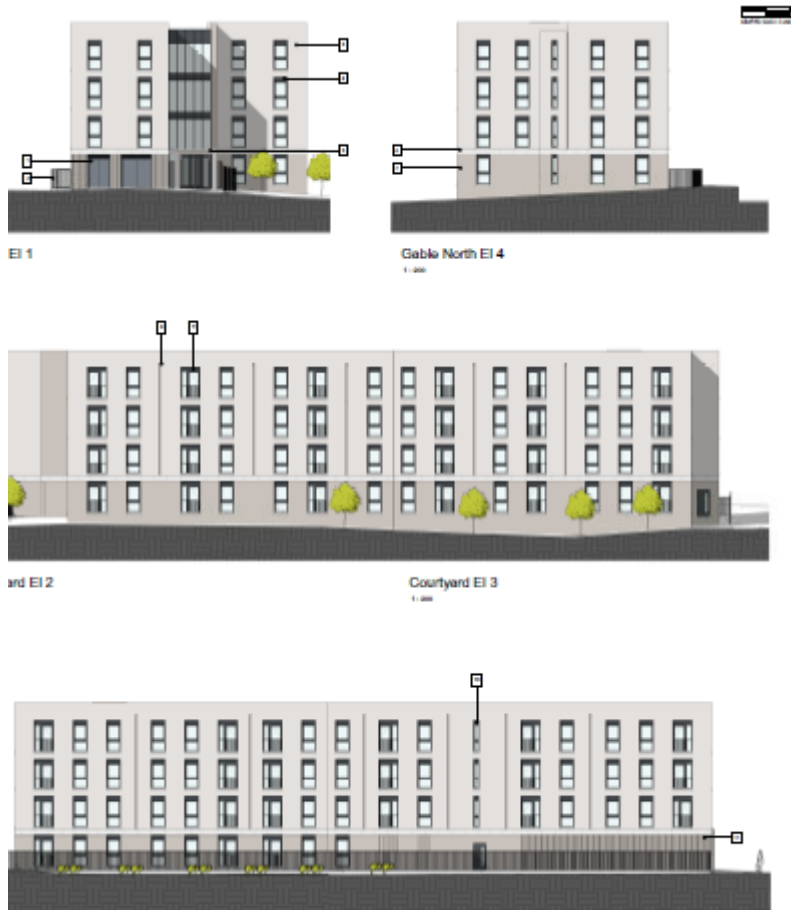
Bay study of the roof, brick work and window reveals for the dwellinghouses

The apartment building would be located off St Vincent Street which would provide access to a car parking area, main entrance and the canal towpath. The building is cranked responding to the shape of the canal. New boundary treatment would surround the apartment, car parking and the amenity area to the rear of the site. Communal cycle and refuse areas would be located on the ground floor. The remainder of the ground floor would consist of fully accessible apartments.



Image of the apartment building to the canal towpath

The four storey building would relate to the larger buildings in the area and create a transition in scale. The apartment building is set further away from the lower rise development and its position on the canal would complement the scale of other buildings around St Vincent Street and the merging character around Poland Street.

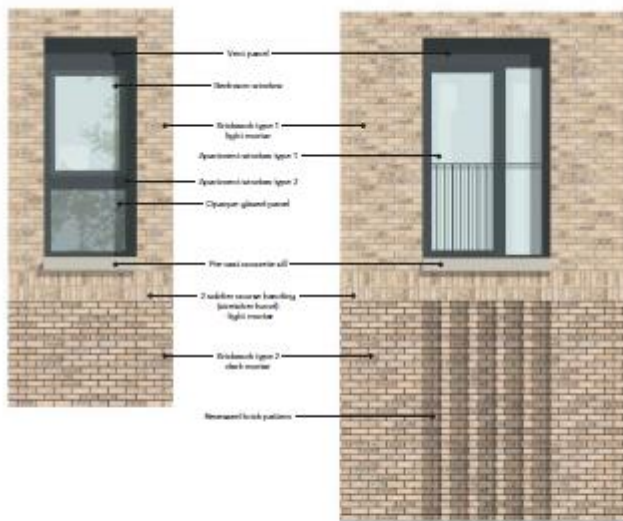


Elevations of the apartment building

Avro, Burgess (5-7 storey) and Engel (7 storey), are taller than the apartment building and its height would provide a gradual transition in scale between the low rise housing and these larger buildings fronting the canal. The apartment building would provide a further variation in scale adding interest to the area.

The scale of the apartment building has an appropriate relationship to two storey homes on Kingham Drive and Downley Drive minimising any overbearing and overshadowing impacts, confirmed in the daylight and sunlight section of this report.

The apartment building uses the same buff brick used on the houses. Darker mortar would be used at its base to provide interest and accentuate changes in brick work. Windows would be full height with deep reveals in a regular pattern, some with Juliet balconies. This would provide a strong vertical emphasis to the elevations and reference to the older, mill buildings of Ancoats. The lower section of the window would have an opaque panel similar to the houses.



Bay 1 - Apartments
Bedroom Window - full height
with opaque panel
1:50

Bay 2 - Apartments
Living Area Window - full height
with Juliet balcony
1:50

Bay study of the apartment elevations

The cranked position of the building allows a staggered arrangement to be created to the entrance off St Vincent Street which is expressed by vertical glazing which provide natural surveillance and light to internal corridors.



Main entrance to the apartment building

The layout and scale would complement the character, scale and order of development in the surrounding area and be an appropriate response to the canal. The transition in scale, mass and density would form an appropriate architectural response along in an area containing a mixture of characteristics.

The design is considered to be high quality offering an individual and distinctive piece of architecture for this underutilised part of New Islington. The materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Impact on Trees and green infrastructure

There are 11 trees on site and 8 groups of trees. These have been classified as:

- Category B (moderate quality) – 1 individual tree;
- Category C (low quality) – 9 individual trees;
- Category U (not suitable for retention)– 1 individual trees.

Two group trees are category B together with 4 groups which are category C and 2 category U.

The proposal would result in the removal the following trees from the application site as follows:

- Category B (moderate quality) – 2 groups;
- Category C (low quality) – 9 individual trees, 3 groups and 1 part group;
- Category U (not suitable for retention)– 1 individual tree and 2 groups

The City Arborist has raised no objection to the proposal on the basis that tree planting forms part of the redevelopment proposals.

69 trees would be planted at the site together with new shrubs and hedging. This is considered acceptable and suitably mitigates against the loss of the trees and green infrastructure and would help improve the overall biodiversity at the site as required by policies EN9 and EN15.

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

The layout of the development would utilise the existing road layout providing natural surveillance to Woodward Place, St Vincent Street, Downley Drive and the Rochdale Canal and towpath.

The footways and carriageway around the site would be upgraded to ensure that they are suitable and safe for pedestrians. The houses would have a private rear garden area suitable for drying clothes, outdoor recreation and storage, with sufficient room for refuse storage. Parking would be to the front. Soft landscaping and boundary treatment would break up the visual impact of the car park and provide a clear distinction between public and private areas. Tree planting would also be introduced to these frontages to soften the street scape.



Landscaping and boundary treatment layout

The apartment building would have a communal garden to the rear with trees, soft landscaping and space for outdoor recreation.

Impact on Ecology

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats. No evidence of bat activity was found at the site, however, future lighting at the site should consider impacts in this regard. The vegetation removal would likely lead to some disruption of bird habitats. Greater Manchester Ecology Unit advise that to minimise the impact on breeding birds, demolition of the buildings and vegetation should avoid bird nesting season (March – August). Further information has been provided during the course of the application with demonstrates that there would be no unacceptable impacts as a result of shading onto the canal.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which

surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 11-25 Woodward Place;
- Burgess House and Avro House, St Vincent Street;
- Engels House, St Vincent Street;
- 11 and 12 Downley Drive;
- 13, 14, 15 and 17 Kingham Drive; and
- 22 – 28 Woodward Street Development.

The assessment also documents the impact of the development on the sunlight amenity of the gardens associated with the Downley Drive and Kingham Drive properties.



Properties assessed for daylight and sunlight

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

11-25 Woodward Place

11-25 Woodward Place is a part two storey residential terrace to the south west. The properties are separated from this site by the highway. There are windows in the elevation facing this site which directly overlook the proposal. These rooms are a mixture of habitable rooms (kitchens, living and dining rooms) and bedrooms.

The daylight assessment indicates that 108 windows were assessed, to 46 habitable rooms. 57 windows (53%) currently achieve the 27% VSC target. 51 windows (47%) do not currently achieve the 27% VSC target which is due to recess nature or being positioned on side elevations which limit daylight.

The development would result in small reduction in daylight for the windows at Woodward Place. 107 windows (99%) would continue to either achieve the 27% VSC target or a reduction of less than 20% which is an accepted position by the BRE guidelines as it would not be noticeable by the occupant. The remaining window would achieve a VSC of 19%. This is a living room window which is also served by a second window that would continue to achieve the BRE target.

For NSL, all 46 rooms (100%) would pass the BRE's NSL test, either experiencing no reduction in NSL, or very minor reductions that would not be noticeable.

The sunlight, assessment notes that The Woodward Place terrace is located to the south of the application site. Its windows are either north facing or, where orientated within 90 degrees of due south, not overlooking the application directly.

The daylight and sunlight impact on Woodward Place would not be a unduly harmful.

Burgess House and Avro House, St Vincent Street

Avro House and Burgess House are adjoining apartment buildings located to the west of the site and separated from it by St Vincent Street. Avro House has windows in its eastern elevation which directly overlook this site. The windows of Burgess House do not overlook the site directly, however the proposal would be seen through them once constructed. The rooms overlooking the site are a mixture of habitable uses – living, Kitchen and dining rooms and bedrooms.

The daylight to 35 windows was assessed, to 26 habitable rooms. 28 of these windows (80%) currently achieve the 27% VSC target and 7 (20%) do not. This is due to Avro House directly overlooking Engels House. Within Burgess House, the windows are positioned within the lightwell which inhibits their capacity to receive daylight.

The proposal would result in a reduction in daylight to windows at Avro and Burgess House. 33 windows (94%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. 1 would achieve a VSC of 24%. This is a living room window which has a second window that would continue to achieve the BRE target. A further window, located on the ground floor of Avro house would achieve a VSC of 20%. This window is positioned below a balcony. The room is also has another window which meets the BRE guidance.

The NSL assessment states that 25 out of the 26 rooms (92%) would pass the test, either experiencing no or very minor reductions in NSL. 2 rooms (8%) on the ground floor of Avro House, would not pass the test and experience noticeable reductions. These rooms are a bedroom and a living, kitchen, dining room which have a lower daylight sensitivity.

The sunlight assessed 26 rooms, with 35 windows. 25 rooms (96%) currently achieved both the 25% Annual and 5% Winter APSH targets. 1 room would achieve the Annual PSH target but not the Winter PSH target. There would be a general reduction in both Annual and Winter APSH levels. The assessment states that notwithstanding this, all 26 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants.

The impacts on Avro and Burgess House would not be unduly harmful. There would be localised instances where the daylight and sunlight would affect certain windows and rooms. However, the majority of the window/rooms would continue to receive direct daylight and sunlight. The impact of the development would not be unduly harmful to warrant refusal of the application and with conditions remaining acceptable for this area.

Engels House, St Vincent Street

Engels House is to the west separated by St Vincent Street. It has windows in its east elevation which overlook the site directly. The proposal would be seen through these windows. The rooms overlooking the site are a mixture of habitable uses including living/kitchen/dining Rooms and bedrooms.

For daylight 56 windows were assessed, to 54 rooms. 48 (86%) currently achieve the 27% VSC target and 8 windows (14%) do not. These windows are either set within a recess or positioned beneath a balcony or directly overlook Avro House which inhibit the capacity of some of the windows to receive direct daylight.

The proposal would result in a small reduction in daylight for the windows. 53 (95%) would continue to either achieve the 27% VSC target or a reduction of less than 20%, 2 (3%) would achieve VSC values of 22% and 26.9% which are an acceptable tolerance. A living room window on the ground floor, would achieve a VSC value of 20.8%. The window is below a projecting balcony and the room would remain well daylight given the marginal result outside of the acceptable tolerance.

For NSL, 50 of 54 rooms (93%) would pass the BRE's NSL test, either experiencing no or very minor reductions in NSL. 4 rooms (7%) would not pass the BRE and the change would be noticeable. 3 of these are bedroom, which are less sensitive, and the remaining room a living, kitchen, dining room. The assessment concludes that whilst reductions in NSL would be noticeable, all 4 rooms would continue to receive a degree of direct daylight for the majority of the rooms area.

For sunlight, 54 rooms were assessed with 36 windows. 49 rooms (91%) currently achieved both the 25% Annual and 5% Winter APSH targets. 5 rooms (9%) do not. The assessment notes that there would be a general reduction in both Annual and

Winter APSH levels. Notwithstanding this, all 54 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% accepted by the BRE, on the basis that would not be noticeable.

The impacts on Engels House would not be an unduly harmful. There are localised instances where the daylight and sunlight would affect certain windows and rooms. However, these are windows which are already subject to reductions due to the building design. However, the majority of the window/rooms would continue to receive direct daylight and sunlight. The impact on these buildings is not considered to be unduly harmful to warrant refusal of the application and with conditions remaining acceptable for a city centre area such as this.

11 and 12 Downley Drive

11 and 12 Downley Drive are end of terrace dwellings to the east that have windows on their side elevations overlooking the site, and windows on the front and rear through which the proposal would be seen.

For daylight 27 windows were assessed to 17 rooms. 13 (48%) currently achieve the 27% VSC target 14 do not which are either beneath a projecting porch or below the projecting eaves.

26 windows (96%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction of less than 20%. The remaining window, is in a door to 12 Downley Drive. Given the small size of the pane, with a very low existing value of 2.7%, the reduction would not be considered to be material.

2 windows (3%) would achieve VSC values of 22% and 26.9%. A remaining living room would achieve a VSC value of 20.8%. The window is below a projecting balcony and the room would remain well daylight.

For NSL, the assessment states that all 17 rooms (100%) would pass the BRE NSL test.

For sunlight, 17 rooms, with 27 windows were assessed. 11 (65%) currently achieved both the 25% Annual and 5% Winter APSH targets. 6 rooms (35%) do not., 4 in 11 Downley Drive and 2 in 12 Downley Drive. There would be a general reduction in both Annual and Winter APSH levels but all 17 rooms would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% that would not be noticeable. .

The assessment has also considered the gardens of 11 and 12 Downley Drive. Currently the garden of 11 Downley Drive achieve 2 hours of direct sunlight to 64% of its area. The garden of 12 Downley Drive achieve 2 hours of direct sunlight to 53% of its area. As a result of the development, there would not be no change at 11 Downley Drive and 12 Downley Drive would experience a small reduction. Both gardens would pass the BRE Time in Sun test.

The impact on 11 and 12 Downley Drive would not be unduly harmful on daylight or sunlight. There would be localised instances where the daylight and sunlight would affect certain windows and rooms but unduly harmful to warrant refusal.

13, 14, 15 and 17 Kingham Drive

13, 14, 15 and 17 Kingham Drive are two storey terraced dwellings to the east with windows with on their side elevations which overlook the site and windows on the front and rear through which the proposal would be seen.

For daylight 45 windows were assessed, to 30 rooms. 21 (47%) achieve the 27% VSC target and 24 do not which overlook a neighbouring porch. Where positioned at first floor level, these windows are set beneath projecting eaves.

41 windows (91%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. Of the remain 4 was (9%), 1 achieves 24.97% which is considered to be within an acceptable tolerance of the BRE target. The room also has a rooflight achieving a very high VSC of 83%. The remaining 3 windows are narrow fanlights above doors of 13, 15 and 17 Kingham Drive.

For NSL, the assessment states that all 30 rooms (100%) would pass the BRE NSL test.

For sunlight, 30 rooms, with 45 windows were assessed. 15 (50%) currently achieve the 25% Annual and 5% Winter APSH targets and 15 rooms (50%), across all four properties, achieve neither. These windows are orientated greater than 90 degrees from due south and with limited capacity to receive direct sunlight.

29 rooms (97%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20%. 1 room (3%) would achieve the Annual APSH, but not the Winter target. This room is served by a north west facing window, and achieves a Winter PSH of 2% currently, reduced to 1%.

The gardens of 13, 14, 15 and 17 Kingham Drive currently have 2 hours of direct sunlight to 76%, 43%, 76% and 79% of their respective areas. 17 Kingham Drive would experience a marginal reduction the rest would remain the same.

The impact on 13, 14, 15 and 17 Kingham Drive would not be a unduly harmful. There are localised instances where certain windows and rooms would be affected but the change would be minimal and would not warrant refusal.

22 – 28 Woodward Street Development

22-28 Woodward Street are to the north east and are under construction. They have living rooms and bedrooms windows which overlook the Site directly, For daylight 22 windows were assessed to 16 rooms. All windows currently achieve the 27% VSC target.

All 22 windows (100%) would continue to achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. For NSL, the assessment states that all 16 rooms (100%) would pass the BRE NSL test.

For sunlight, 16 rooms with 21 windows were assessed. 15 (94%) currently achieved both the 25% Annual and 5% Winter APSH targets and 1 achieves neither. There would be some general reductions in Annual and Winter PSH levels but all 16 rooms (100%) would continue to achieve both the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room. There would be no material impact on the daylight and sunlight on these properties.

Overall, when taking account of paragraph 123 (c) of section 11 of the NPPF, whilst it is acknowledged that the proposal would cause a degree of harm to some of the surrounding developments, this is limited and would not be such to warrant refusal of this planning application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network Woodward Place and St Vincent's Street or new sections of carriageway. This provides adequate separation distances.

(b) TV reception

TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(b) Air Quality

An air quality report notes that the site is not in the Greater Manchester Air Quality Management Air (AQMA) but roads which may be used by traffic associated with the construction and completed development maybe in the AQMA.

The site is vacant, although previously developed, and close to existing homes on Downley Drive, St Vincent Street and those around the canal. As the site is vacant any activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and that associated with the completed development. The canal is an ecological receptor. These are all highly sensitive for the purposes of considering air quality impacts.

The report provides details on existing conditions in the area and measurements of Nitrogen Dioxide (NO₂) and particulate matter from local air quality monitoring stations. Air quality at the site would be lower than the figures from the monitoring stations, particularly the station along Great Ancoats Street, which are all in an Air Quality Management Area (AQMA).

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction. There would be emissions from construction traffic which will enter the site via Downley Drive and Woodward Street. The report does not anticipate that the volume of construction traffic would be high when compared with existing traffic flows in the area.

The report concludes that the impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured as part of the construction management plan condition.

When the development is occupied, local air quality is likely to be affected by potential increases in pollutant concentrations from exhaust emissions from traffic. However, based on the trip generation associated with the development the impacts would be negligible.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. The report states that no mitigation is required to minimise the impact when the homes are occupied. A travel plan would promote and encourage public transport use.

All parking spaces would be fitted with a 7kw electric car charging point. 20% of the apartment's car parking spaces would be fitted with a charging point and future demand reviewed by the travel plan. This would help support residents move away from petrol and diesel vehicles. There would be a 100% cycle space provision.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing. Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the apartments and dwellings would limit noise ingress from the main sources of external noise, particularly nearby roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable. This would be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and homes are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each house would have a refuse store in the secure rear garden. This would store 240 litre bins for general refuse, pulpable recycling, mixed recycling and garden/food waste.

The apartment building would have a 28 sqm internal refuse store serviced from a designated zone at the top of St Vincent Street. The refuse stores would accommodate - 5 No 1100 Litre General Waste, 3 No 1100 Litre Pulpable Recycling; 2 No 1100 Litre Mixed Recycling; and 2 x 240 Litre Food Waste.

Each property would have a 23 litre caddy for food waste and each apartment would have separate storage for refuse, recyclable and compostable materials. Residents would take waste to the waste store. The refuse would be taken to a collection area on St Vincent Street.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

All main entrances would be level. Residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. In addition, all the ground floor apartments would be fully accessible with showers and space for a wheel chair user. There would be 10 dedicated parking space for disabled people.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 requires development to minimise its impact on surface water run off in critical drainage area.

A drainage statement has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby including New Islington tram stop. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

Each house would have a parking space fitted with a fast charging electric vehicle charging point. 21 car parking spaces (47%) including two spaces for disabled people would be available for the apartments. 100% secure cycle provision would be available. The level of car and cycle parking is acceptable to Highway Services.

A travel plan would support residents travel needs including any offsite parking required. A condition should ensure that the travel plan is monitored and residents are supported to find a parking space should they require one.

St Vincent Street would be used to service the apartment building as well as the houses fronting this street. A new section of road is proposed east of Woodward Place. Improvements are required to existing roads and footways including tactile paving. These improvements, along with clarifying areas of adoption, would be secured by a condition.

A construction management plan should be agreed to minimise the impact of construction activities on the highway network and nearby residents. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The Environment Agency and Environmental Health agree that the further investigations and a remediation strategy are required. The ground conditions are not complex so as to prevent development provided a robust strategy is prepared, implemented and the works verified.

A piling condition is recommended to ensure that there is no contamination of below groundwater and to consider any impacts on the structural integrity of the canal.

This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to existing homes and comings and goings from the site are likely to be noticeable. However, these impacts are predictable and can be mitigated. A condition would require approval of a construction management plan which would include details of dust suppression measures, highways management plan and details of machinery use. Wheel washing would prevent any dirt and debris along the road.

Construction vehicles are likely to use St Vincent Street which would minimise disruption from vehicles along Woodward Place and Downley Drive. There is unlikely to be any cumulative impact from construction activity. Whilst there is a large amount of activity in the local area, it is not close to this site and the proximity of the strategic road network such as Great Ancoats Street, should minimise disruption on the surrounding area.

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

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings and apartments (including upwards extensions), alter the roof and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Public Opinion

A comment has been received about how the proposal would affect vehicle movement along Downley Drive. Downley Drive is currently a cul-de-sac and this arrangement would be removed as a result of the development allowing access onto the new access road.

This would increase permeability in the area which is welcomed and increased natural surveillance. It is recognised that this would increase vehicular movement in the along Downley Drive, however, it is not considered that this would be significant or unduly harmful to warrant refusal of this planning application.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would have a positive impact on the regeneration of this area and would deliver high quality affordable homes. High quality design would enhance the street scene and canal towpath. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a minimal impact on the setting of adjacent listed buildings and nearby conservation area. There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the

application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

Drawings

1907/p/04 Rev B, 1907/p/05 Rev B, 1907/p/02 Rev A, 1907/p/01 Rev E and 1907/p/03 Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 July 2021

1907/p105 and 1907/p/05 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021

8801-BA-00-00-DR-A- (31) 001-8 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

1741/01 Rev A, 1741/SP/04 and 1741/SP/06 stamped as received by the City Council, as Local Planning Authority, on the 2 June 2021

8801-BA-00-00-DR-A (01) (Rev 5), 8801-BA-00-00-DR-A (01) 006 (Rev 4), 8801-BA-00-00-DR-A (01) 007 (Rev 9), 8801-BA-00-00-DR-A (01) 010 (rev 4), 8801-BA-00-00-DR-A (04) 200 (Rev 11), 8801-BA-00-00-DR-A (04) 201 (Rev 11), 8801-BA-00-00-DR-A (04) 202, 8801-BA-00-00-DR-A (04) 203, 8801-BA-00-04-DR-A (04) 204 (Rev 6), 8801-BA-00-00-DR-A (04) 208 (Rev 2), 8801-BA-00-01-DR-A (04) 210 (Rev 6), 8801-BA-00-00-DR-A (04) 100 (Rev 8), 8801-BA-00-00-DR-A (04) 101 (Rev 8), 8801-BA-00-00-DR-A (04) 102 (Rev 9), 8801-BA-00-00-DR-A (04) 103 (Rev 2), 8801-BA-00-00-DR-A (04) 104 (Rev 2), 8801-BA-00-00-DR-A (05) 200 (Rev 7), 8801-BA-00-00-DR-A (05) 001 (Rev 9), 8801-BA-00-00-DR-A (05) 010 (Rev 8), 8801-BA-00-00-DR-A (05) 011 (Rev 8), 8801-BA-00-00-DR-A (05) 105, 8801-BA-00-00-DR-A (06) 200 (Rev 5), 8801-BA-00-00-DR-A (06) 100 (Rev 2), 8801-BA-00-00-DR-A (06) 101 (Rev 2), 8801-BA-00-00-DR-A (06) 102 (Rev 2), 8801-BA-00-00-DR-A (31) 002 (1), 8801-BA-00-00-DR-A (31) 003 (1), 8801-BA-00-00-SH-A (09) 003 (Rev 4), 1907/p/104 and 1907/p/101 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

8801-BA-00-00-DR-A (04) 001 (Rev 14) and 8801-BA-00-04-DR-A (04) 002 (Rev 4) stamped as received by the City Council, as Local Planning Authority, on the 21 July 2021

Supporting information

Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation, and input from Steve Martlew Landscaping; Archaeological Desk Based Assessment prepared by Salford Archaeology; Flood Risk and Drainage Strategy prepared by Carley Daines and Partners; Environmental Standards and Energy Statement prepared by Watt Energy & Consulting Engineers (“Watt”); Statement of Consultation prepared by Deloitte Real Estate; Planning Statement (including Green and Blue Infrastructure Statement) prepared by Deloitte Real Estate; Noise Assessment prepared by Sandy Brown; Air Quality Report prepared by Hilson Moran; Ground Conditions and Land Contamination Report prepared by Carley Daines and Partners; Phase 1 Preliminary Risk Assessment prepared by Carley Daines and Partners; Phase 2 Geo-Environmental Statement prepared by Carley Daines; Phase 3 Remediation Statement prepared by Carley Daines and Partners; Addendum Ground Gas Report prepared by Carley Daines and Partners; Ecological Assessment prepared by ERAP; Arboricultural Impact Assessment prepared by Bowland; Transport Statement prepared by Ashley Helme; Travel Plan Framework prepared by Ashley Helme; Waste Management and Servicing Strategy (including MCC’s Waste Proforma) prepared by Buttress Architects; Framework Construction Management Plan prepared by Whiteley Eaves; Local Benefit Scheme: Statement of Intent prepared by Great Places Housing Association; Crime Impact Statement prepared by Greater Manchester Police; Ventilation Strategy prepared by Watt; Daylight/Sunlight Assessment prepared by GrayScanlanHill; TV Reception Survey prepared by G-Tech; Broadband Connectivity Assessment prepared by Watt; Residential Management Statement prepared by Great Places Housing Association; and, Affordable Housing Statement prepared by Great Places Housing Association.

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

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

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

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

4) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the Flood Risk and Drainage Strategy prepared by Carley Daines and Partners stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, (a) the development shall not commence (other than site clearance and demolition) until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Drainage layout showing all components, levels, connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers greenfield runoff rates which shall be no greater than 5 l/s;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- CRT data (modelled or historic incident) relevant to canal flood risk at the site; including that produced by the flood study & modelling referenced in CRT correspondence (Appendix K of 20-B-12490.100B Flood Risk Assessment and Drainage Strategy Report); shall be requested from CRT and assessed;
- In accordance with the drainage Hierarchy, the CRT shall be approached again at detailed design to ascertain if they are ready to accept discharge connections. An email of outcome will suffice. If discharge to the canal

remains infeasible, evidence of alternative surface water disposal routes (as follows) is required;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- Hydraulic calculation of the proposed drainage system; and
- Construction details of flow control and SuDS elements.

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

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

6) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI.) submitted to and approved in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- i) an evaluation through a 'strip, map and record' excavation;
- ii) dependent on the above, more detailed excavation (subject to a separate WSI).

2. A programme for post-investigation assessment to include:

- production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

7) a) Notwithstanding the Phase 1 Preliminary Risk Assessment- Downley Drive, Manchester, Carley Daines and Partners Limited, reference 19-B-12490, dated October 2019, Phase 2 Geo-environmental investigation and assessment - Downley Drive, Manchester, Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 25 January 2021, Supplementary Report on Gas Monitoring - Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 9 March 2021 and Phase 3 Remediation Statement - Downley Drive, Manchester, Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 9 March 2021, the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Provision of the calibration certificate(s) for the gas monitoring equipment to cover the entire period of gas monitoring.
- The human health risk assessment requires updating as it is not based on the most up to date criteria (using SGVs and GACs over the S4ULs and C4SLs with no justification for this), they have also used residential and not residential with gardens which is the worst-case use on site.
- Submission of controlled waters risk assessment;
- Submission of an updated Remediation Strategy following the corrections to the risk assessment

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the first occupation of the development.

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

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

8) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details to ensure the structural integrity of the canal is not affected by the works. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

9) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o A method statement to protect the Rochdale Canal from accidental spillages, dust and debris
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to any above ground works, samples and specifications of all material to be used on all external elevations of the development and boundary treatments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part the development.

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

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

11) The window reveals and soffits for the development shall be carried out in accordance with drawing 8801-BA-00-00-DR-A-(31) 001 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021 and drawing 8801-BA-00-00-DR-A- (31) 001-8 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

The extent of the window reveals and detailing will be as follows:

- Minimum window reveal 190 mm and brick soffit (apartments);
- Minimum window reveal 190 mm and brick soffit (dwellings)

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

12) The boundary treatment shall be carried out in accordance with drawings 1907/p105, 1907/p/05 Rev C and 1907/p/01 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Watt Energy & Consulting Engineers ("Watt") stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. The development shall achieve a minimum of 20% improvement over Part L 2013 using SAP09 Carbon Factors and shall aim to achieve 61.1% in carbon on Part L 2013 Building Regulations SAP 09 Carbon Factors.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

This shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

15) (a) Notwithstanding drawings 1907/p105, 1907/p/05 Rev C and 1907/p/01 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021. , prior to any above ground works, details of a hard and soft landscaping treatment scheme (including street trees) has been submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

16) (a) Notwithstanding the Noise Assessment prepared by Sandy Brown stamped as received by the City Council, as Local Planning Authority 13 May 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

17) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

18) The waste management arrangements for development hereby approved shall be carried out in accordance with Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

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

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

20) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for the apartment shall be carried out in accordance with drawing 8801-BA-00-00-DR-A-(04) 200 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

23) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Details of new areas of highway including possible adoption;
- Alterations of existing highway including creation of new vehicular access points, dropped kerbs and tactile paving to Woodward Place, Woodward Street, Kingham Drive, Downley Drive and St Vincent Street;
- Details of the uncontrolled crossing points at Downley Drive junction with the new road and at St Vincent Street;
- Resurfacing of existing carriageway and footway including introduction of tactile paving to crossing points;
- Double yellow lines waiting restrictions to St. Vincent Street and the introduction of No Waiting at Any Time restrictions for of St. Vincent Street east in its entirety including the turning head and a section of St. Vincent Street west.
- No Waiting at Any Time restrictions to Downley Drive turning head; and
- Waiting restrictions at the following junctions (as shown in Drawing No. 1741/01):
 - o Downley Street / Woodward Street;
 - o St. Vincent Street / Woodward Street; and
 - o Woodward Place / Woodward Street.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument

revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

25) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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; 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.

26) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

27) Prior to the first occupation of the development, details and specification of 7 kw fast charging electric car charging points for each dwellinghouse and 20% of the apartments car parking space shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

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

28) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the

City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

Reason - To prevent the increased risk of flooding, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations, outbuildings or upwards extensions shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

31) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

33) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Bowland stamped as received by the City Council, as Local Planning Authority on the 13 May 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

34) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Ashley Helme stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

35) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the apartments (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the apartments and the dwelling houses hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 17. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

Informatives

- A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, relocation of the pedestrian refuge and bus stop, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, street trees will attract commuted sums for on-going maintenance.

- MCC records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 26 m to the east of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found

beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

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: 130390/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

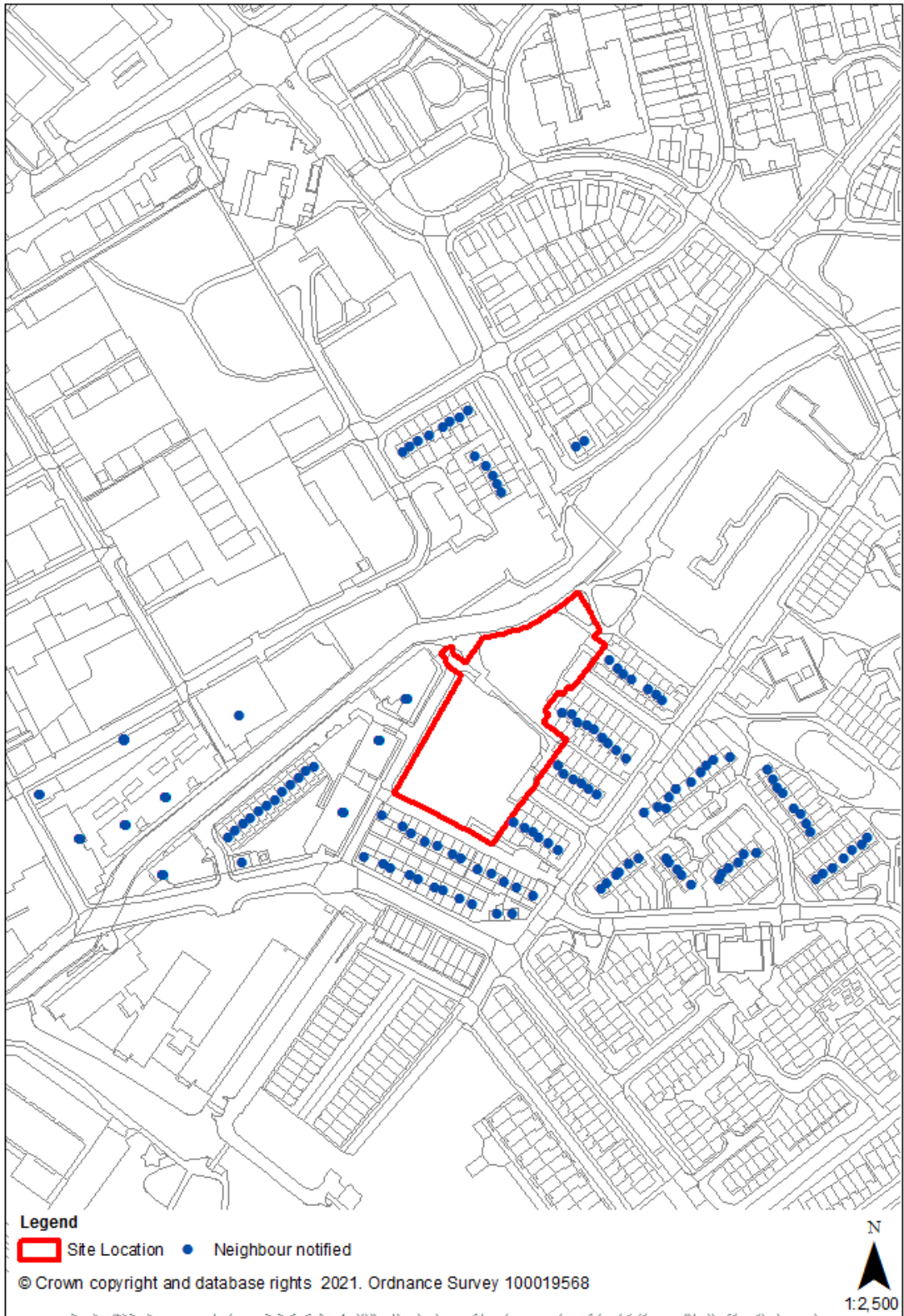
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
The Coal Authority

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 : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
129273/FO/2021	9th Mar 2021	29th Jul 2021	Deansgate Ward

Proposal Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works

Location 34 Great Jackson Street, Manchester, M15 4NG

Applicant Great Jackson Street Estates, 66 Waterpark Road, Salford, M7 4JL

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

EXECUTIVE SUMMARY

The proposal is for 1037 residential units in two 56 storey towers. There would be public and private amenity space, 236 parking spaces, 1040 internal cycle spaces and 40 visitor cycle spaces.

There have been 12 representations, 11 of which object to the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: A commuted sum of £1,037,000 would be secured via a S106 agreement for off-site affordable housing.

Height, Scale, Massing and Design: The heights, scale and massing of the buildings would be in keeping with the scale of development in Great Jackson Street. The buildings would make a positive contribution to the street scene on this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents particularly in terms of loss daylight. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site would be largely suitable and safe for pedestrians and the intended uses.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity

enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

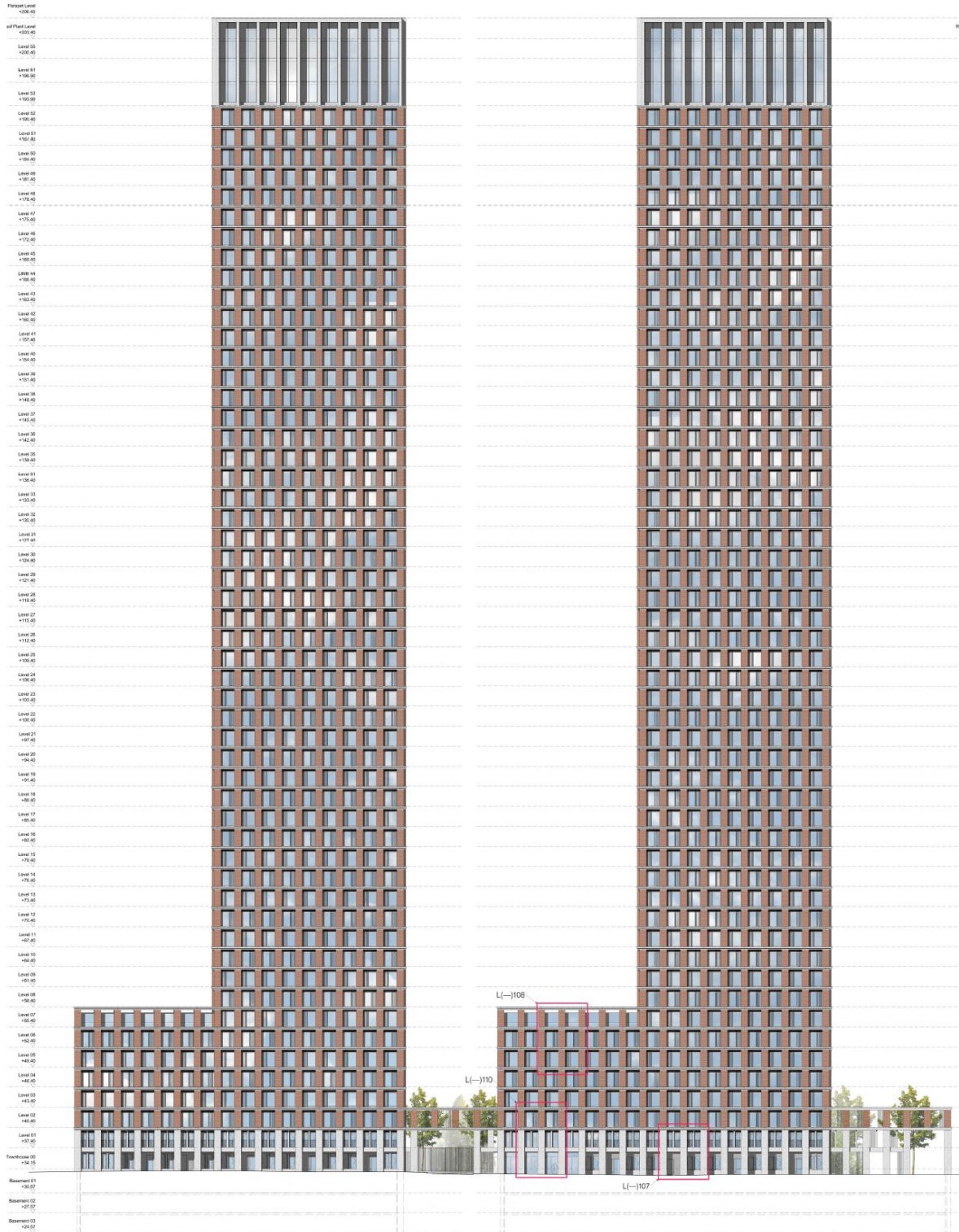
This 0.6 ha site is bounded by the Mancunian Way; a concrete batching plant; Garwood Street, which provides vehicular access to and from the Mancunian Way, and vacant sites with the Deansgate Square South Tower beyond to the north. City South, a five to eight storey apartment block, and the River Street student tower are to the west on Garwood Street. The residential buildings of Boatmans, Lumiere, The Nile and Medlock Place (all between 8 and 10 storeys) front City Road East to the north of the site. The site is occupied by a couple of warehouses last used for temporary public car parking. Hulme Park and large areas of housing lie on the opposite side of the Mancunian Way to the south of the site.

The Great Jackson Street area includes cleared sites, light industrial uses and the Gaddum Centre office building. Much of the area has been redeveloped with the four towers of Deansgate Square (37 to 64 storeys) to the north and Crown Street (21 to 52 storeys) to the north west. Castlefield Conservation Area is 250m to the north west and there are listed buildings in the vicinity, including: the former Bridgewater Canal Company offices (Grade II) at the junction of Chester Street/Great Jackson Street; the Floodgate at Knott Mill Bridge; the Boundary Stone on Knott Mill Bridge; the Roman Catholic Church of St Wilfrid, George Street, Hulme; and the School House, Jackson Crescent, Hulme.

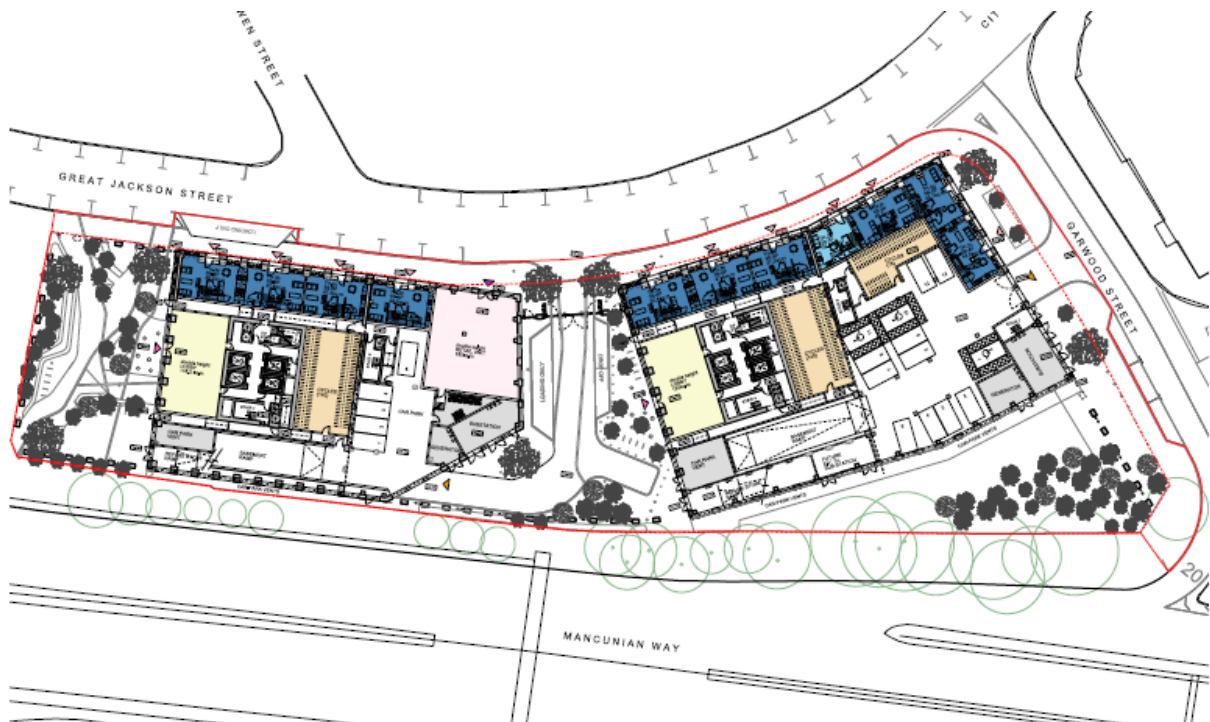
The Proposal

The proposal is for two residential 56 storey towers and public realm. Townhouses, a commercial unit and car parking would be located at the ground, first and basement levels, with apartments on the upper levels. The application proposes:

- 1037 homes (Use Class C3) with 33 per cent one bedroom/studio, 60 per cent two bedroom and 7 per cent three bedroom;
- 117 (11%) apartments are wheelchair adaptable;
- 236 residents' car parking spaces, with 17 (7%) accessible and 48 (20%) with electric vehicle charging points (EVCs) (the remaining 80% capable of future conversion) at ground level and three basement levels;
- 1040 internal cycle storage spaces with an additional 40 spaces in the public realm;
- One commercial (Use Class E) unit of 180 sqm (GIA) fronting Great Jackson Street in the north east corner of the West Block;
- Residential amenity space including communal external roof top gardens, gym and lounge areas; and
- An upgraded pedestrian link from the Hulme Bridge to Great Jackson Street through a landscaped public realm area at the western end of the site.



GREAT JACKSON STREET



Ground Floor Plan

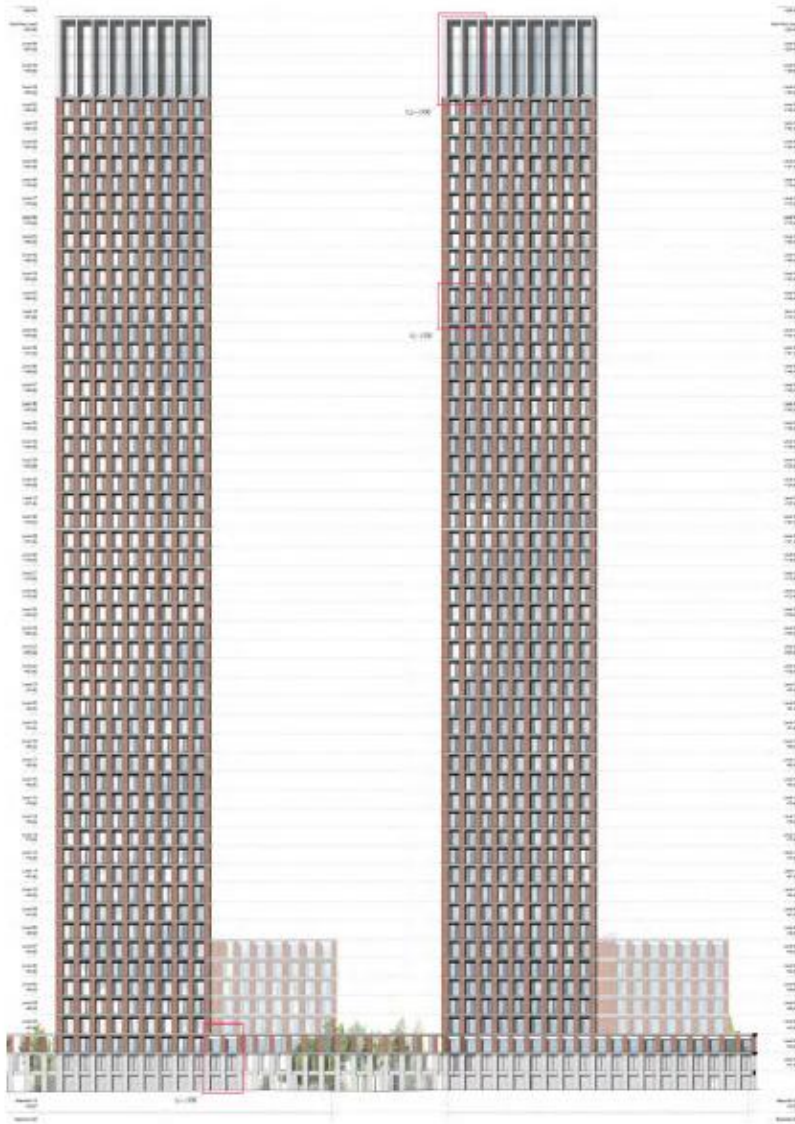
Each block would have townhouses fronting the road and a communal residential entrance would be provided to the west of each block fronting landscaped areas. Servicing for the West Block would be from a new layby on Great Jackson Street and servicing for the East Block would be from a loading bay within a landscaped area between the buildings, where there would also be a drop off bay and access to the West Block's car park. Access to the East Block car park would be off Garwood Street.

The main residential bin stores would be located on the first floor of each block, with access to the ground floor via a ramp to take bins down to the collection point. Residents would be provided with bins for general waste; pulpable waste; and co-mingled recyclables. Residents would store waste in their apartments and take it to a tri-separator chute on each floor. At the base of the chute would be a Bi or Tri-Separator chute discharge feeding into a waste container. The townhouse residents would store waste internally before taking it to dedicated waste storage rooms less than 30m away. The management company would monitor the recycling rates and promote actively high recycling. The commercial unit would have its own arrangements.

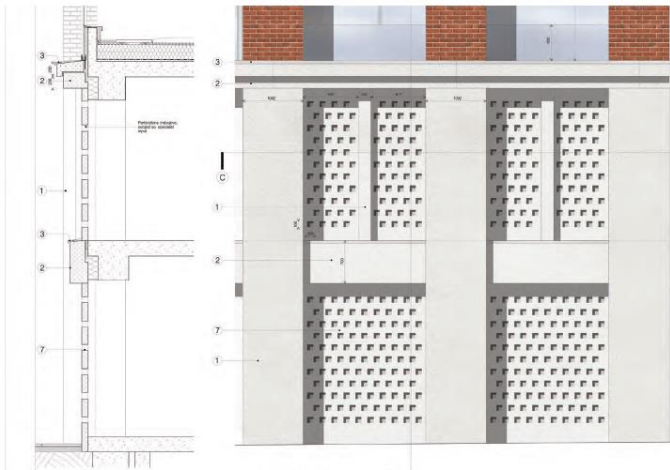


The buildings would have a three storey podium with two rectangular towers. At the eastern end of each podium would be an eight storey block (including the podium). Roof gardens and terraces would be formed at Levels 2 and 7. The ground and first floors would be expressed as a concrete plinth, with the north, east and west elevations having a double glazed aluminium window system and louvres with silver anodised aluminium frames, whilst the south elevation facing the Mancunian Way would have reconstituted stone precast concrete panels with cast in ventilation openings in light grey with an acid etched finish. The treatment to the first three floors would continue as an open colonnade structure around the perimeter of the site, which would be permeable to pedestrians and permit views into the landscaped courtyards. Openings in the colonnade would be partially infilled with porous screens to mitigate wind down drafts from the tower at street level.

The main body of the towers would appear as a regular grid of brick piers, using precast concrete piers with cast-in red brick slips, with an expressed horizontal concrete string course at each floor level. Aluminium windows would be deeply recessed behind vertical louvres, which would provide solar shading, as well as edge protection to the opening vents behind. The top four floors of the buildings would consist of reconstituted stone precast concrete vertical fins in light grey with an acid etched finish, with full height glazing set back in between the fins.



Mancunian Way Elevation



Detailed Elevation of Car Park / Bin stores



Detailed Elevation of Perimeter Colonnade

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been

notified. Representations from 12 people have been received with the following comments:

One representation in support – this area of the city centre is currently under-utilised and the proposed new buildings would further add to this exciting new neighbourhood, although there needs to be more greenspace, parking, bike lanes and investment in public transport.

The postcode and address are incorrect.

Not in accordance with the Great Jackson Street Regeneration Framework (SRF) – The towers are higher than shown in the SRF. Residents in Deansgate Square South Tower paid a premium for apartments above a certain level based on the SRF so that they would have unrestricted views and light. The proposal would overshadow them, block the view and reduce property values. The existence of the main sewer pipe should have been identified at the original planning stage. The budget should not be so tight that the building has to be built twice as high to gain any profit – the additional cost of diverting the sewer should be covered by contingency/risk.

The proposal does not take into account the living and environmental aspects of the Plot F development. As Deansgate Square, Plot F and Plot G are very close to each other, the latest design of higher buildings on Plot G will worsen the overall living and environmental quality if the Plot F scheme is unchanged.

Precedent – Allowing this modified proposal would set a dangerous precedent, opening the door for additional requests for variations potentially resulting in an even taller building or, if the budget is so tight, the stalling of the development, resulting in a blot on the otherwise wonderful Great Jackson Street development.

Mental Health – proliferation of towers is detrimental to residents' mental health.

Overcrowding – It is already an overcrowded site.

Design – The buildings are ugly and not in keeping with the existing glass and steel towers in the area, such as the Deansgate Square towers and Beetham Tower. They are comparable to the Arndale Tower or North Tower in Salford.

Traffic – The size of the towers would result in an increase in traffic, congestion and pollution.

Parking – There is already a severe lack of parking in the area, which the new development, along with all the other high-rise developments, would exacerbate. The Council needs to invest more in affordable parking spaces, or invest in safer bike lanes, crack down on bike theft and expand public transport. The City Council has suspended the provision of resident parking permits for this area, which is irrational. Permits could relieve the pressure on residents.

Noise – The increase in population will result in more noise.

Crime – The area will become densely packed with dark areas and alleyways resulting in an increase in crime and anti-social behaviour.

Overshadowing – The towers will overshadow the South and West Towers of Deansgate Square, including the outside roof terrace and result in loss of daylight and sunlight to residents living below the 56th floor.

Overlooking – The buildings are too close to the existing buildings resulting in overlooking and loss of privacy.

Unit Size – Not in keeping with the size and quality of units within the area – believe the size of a number of units are below the recommended national minimum size.

Flats are sold to overseas investors who leave them empty as an investment.

Loss of views – Views from the Deansgate Square towers will be obliterated.

Impact on the South Tower – The beauty and iconic nature of the Deansgate Square South Tower (being the tallest habitable building outside London) would be obliterated by a pair of ugly, poorly designed towers in its path.

Lack of affordable housing.

Lack of facilities, including NHS and educational services, in the area to support such an increase in number of units.

Property Values – The towers would reduce property values and drive down rents in the Deansgate Square towers.

Contribution to Climate Change – The impact of overshadowing of the existing buildings would result in use of more lights and heating contributing to climate change.

Greenspace and Loss of Trees – Developers should commit to providing more greenspace in the area as it is currently lacking. There are only a few trees on Great Jackson Street and the proposal is to remove them all.

Consultees

Environmental Health - Recommends conditions regarding contaminated land, servicing hours, fumes, construction management plan (CMP), opening hours, lighting, acoustics, waste and air quality.

MCC Flood Risk Management - Recommends conditions requiring Sustainable Urban Drainage Systems (SuDS).

Highway Services - Requests further details on trip generation. The relocation of three Pay and Display (P&D) parking bays would require an independent road safety audit. The applicant should fund a pedestrian refuge at the junction of Garwood Street/City Road East/Great Jackson Street and a car club bay within the

development's car park. Recommends conditions on the provision of cycle parking, a servicing management strategy, a full Travel Plan, a Construction Management Plan (CMP), off-site highway works, the provision of a car club bay and electric vehicle charging points.

Neighbourhood Team Leader (Arboriculture) - The 10 highway trees should be kept if possible. If it is necessary to remove them, new trees should be planted as close to the existing tree locations as possible. Mitigation planting proposals should be accurate and the use of contained tree planting either in the ground or in raised planters is not supported.

Greater Manchester Ecology Unit - Recommends conditions regarding the protection of nesting birds, the control/removal of Japanese knotweed, measures to enhance biodiversity and a Construction Environmental Management Plan for Biodiversity.

Environment Agency - No objection subject to the inclusion of conditions relating to contaminated land, piling and surface water drainage.

Greater Manchester Archaeological Advisory Service - No archaeological works are required.

Historic England (North West) - Historic England has no objection on heritage grounds.

Manchester Airport Safeguarding Officer - Agrees with the comments of NATS and their requested conditions, and requests conditions be attached requiring building lighting and an assessment of any solar PV due to ocular hazard to pilots.

National Air Traffic Safety (NATS) - The proposal is expected to have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through the imposition of aviation conditions.

Natural England - No objection.

United Utilities Water PLC - Recommends conditions regarding drainage.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 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 (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an

up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 1037 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in appropriate locations within Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the accommodation proposed would support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposal is for a high-quality scheme in an area in need of further regeneration. It would create jobs during construction and would complement the existing community. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, and deliver housing required to support a growing economy and population. It would be in a location that is well connected and would help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This high density development would provide homes and other uses on a brownfield site and safeguard and improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The high quality buildings would raise design standards.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and would seek to achieve a ‘Very Good’ BREEAM rating for the commercial element. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies

from conception, through feasibility, design and build stages and in operation. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. It would provide housing near to jobs and support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 1037 homes in a highly accessible location and meet demand for housing near to jobs, in a sustainable location. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and would provide high quality homes close to economic and commercial development. It would be close to sustainable transport and maximise use of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – New homes are required in the City Centre The development would be located within an area identified for residential development and would contribute to meeting the City Centre Core Strategy housing targets.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall. The commercial unit would provide services for all residents in the area.

Policy CC8 Change and Renewal – This large scheme would support the City Centre's employment and retail role and improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of studios, one, two and three bedroom apartments and townhouses, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The development would provide City Centre homes, consistent with regeneration objectives, and help to create a mixed-use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 Affordable Housing – A viability appraisal has been submitted regarding affordable housing which is discussed in more detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes public realm and tree planting, as well as green rooftop gardens, adding to the network of green spaces and allowing for adaptation to climate change in an urban area.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would provide open space to provide for the increase in population created by the development. It would also increase inter-connectivity between spaces to allow better links for disabled people, pedestrians and cyclists, and enhance biodiversity.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- 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 application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – Measures are required to ensure that the proposal would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, which would be secured through a condition.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site does not have archaeological interest.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and can be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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 describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. 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 of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This 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 given to 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 proposal is broadly in keeping with the aims and objectives set out in the guidance.

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.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting and green roofs. It would create pedestrian linkages through from Hulme to the public realm area and riverside walkway at Deansgate Square, improving access to the River Medlock.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. It forms a material consideration in the determination of planning applications. The overall aim of the framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections. The planning application is broadly consistent with the overall aims of the updated Framework.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city’s liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city’s plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city’s carbon reduction commitment in line with the Paris Agreement, in the context of achieving the “Our Manchester” objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester’s science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's ‘carbon budget’ will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a ‘circular economy’, in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester’s Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, including investing in our natural environment to respond to climate change and to

improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

Section 66 of the Planning (Listed Buildings and Conservation Areas) 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.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the 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.

Section 17 of the 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 applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Air quality;
Daylight and sunlight;

Noise and vibration;
 Socio-economic;
 Townscape and visual impact; and
 Wind microclimate.

These issues are dealt with in detail further on in the report below.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and more homes are required to support economic growth and development. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to transform a key entry point into the City.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The SRF envisaged three buildings of between 19 and 27 storeys on the site, providing 580 apartments. The need to divert a major sewer on the site has added significant costs to the development of this site and rendered part of the site undevelopable. The density of the development has, therefore, been increased to 1037 homes, in order to make the development of the site viable. Despite this change to the scale, massing and quantum of development envisaged by the Great Jackson Street SRF, it is considered that the proposal would still be consistent with the aims of the SRF and could act as a catalyst for further development and regeneration.

The homes, commercial facility and public realm would create a critical mass of activity and attract people to the area. It represents an opportunity to expand the active core of the city centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. This area has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities.

The proposal would complement the residential community in the area. The quality, mix and size of the apartments would appeal to several sectors of the market, including owner occupiers and renters.

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current

and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPF provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

In relation to brownfield sites, the NPPF sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement under Core Strategy Policy H8 that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions, including where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The application proposes 1037 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability. Viability has also been affected by the discovery of a main sewer running under the site, which requires major diversion works at substantial cost.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. This has concluded that a £1,037,000 commuted sum for off-site affordable housing in the City should be accepted, which equates to 0.93% of the requirement outlined in policy H8, as the scheme could not support a greater contribution. The developer's profit would be 10% on cost (9.09% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £1,037,000 commuted sum would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Assessment of Context and Heritage Assessment

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development 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 site is not within a conservation area, but is approximately 250m from the south-eastern edge of Castlefield Conservation Area and there are a further 22 heritage assets within a 500m radius around the site as follows:

1. Eastern wall fragment of Roman fort, Scheduled Ancient Monument
2. Church of St George, Grade II*
3. Churchyard Walls, Gate Piers and Gates of St. George's Church, Grade II
4. Former Bridgewater Canal Offices, Grade II
5. Former Congregational Chapel, Grade II
6. Merchant's Warehouse, Grade II
7. Middle Warehouse at Former Castlefield Goods Yard, Grade II
8. 29-41 Liverpool Road, Grade II
9. Lock-Keeper's Cottage at Lock No 91 Next to Gaythorn Tunnel, Grade II
10. Lock No. 91, at east end of Gaythorn Tunnel, Grade II
11. Rochdale Canal Lock No 92 (Dukes Lock) and Castle Street Bridge, Grade II
12. Manchester South Junction and Altrincham Railway Viaduct, Grade II
13. Deansgate Station, Grade II.
14. Floodgate on east side of Knott Mill Bridge, Grade II
15. Boundary Stone on Knott Mill Bridge, Grade II
16. Roman Catholic Church of St. Wilfrid, Grade II
17. School House, Grade II
18. G MEX (Manchester Central), Grade II*
19. The Britons Protection Public House, Grade II
20. Nos. 13-17 Albion Street, Grade II
21. Former Cotton Mill on West side of junction with Cambridge Street, Grade II
22. Mill Chimney Stack on West side of junction with Cambridge Street, Grade II

The impact of the development on the townscape and the settings of these heritage assets has been assessed within the Townscape Visual Impact Assessment and the Heritage Statement through the appraisal of 19 different viewpoints (nine of which include heritage assets). Whilst at some distance from Castlefield Conservation Area, the site forms a negative feature, which is detrimental to the wider setting of the conservation area. It is considered that the proposal represents an opportunity to enhance the streetscape within the area as well as the character and appearance of the setting of Castlefield Conservation Area.

As the main higher grade heritage assets, (including St Peter's Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square at Owen Street.

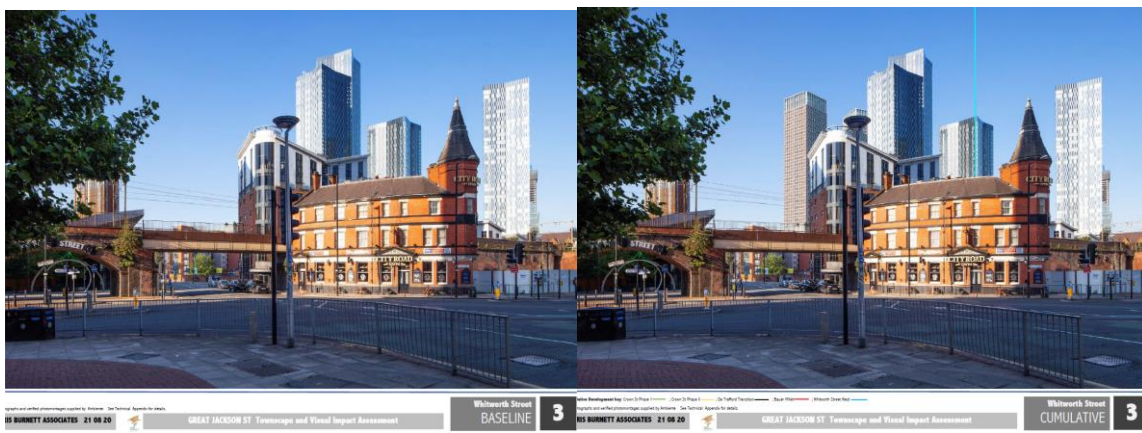
Whilst the proposal would clearly be visible in some views, the Heritage Statement found that the visual impact upon the settings of the heritage assets in all views would be neutral, meaning that any difference in the view would be imperceptible or appropriately balanced. This is largely because the proposal would be situated in an area already defined by buildings of height and scale, it would often be read in the background of the view and it would not detract from the ability to appreciate the special interest of the heritage assets in the view. It is considered, therefore that the

proposal would not amount to 'harm' to the significance of the heritage assets and therefore no additional justification of the proposal is required on heritage grounds.

The proposal would not have a significant adverse impact on any important townscape views and would create a positive landmark. It would be a high quality architectural statement and enhance the skyline and have a positive effect on the townscape.



Proposed view from Hulme Park



Architectural Quality

The key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

High quality buildings would reinforce this gateway entry point to the city centre. Whilst they do not follow the massing and scale of development set out in the SRF, they would achieve a more elegant design with better separation distances, positively contributing to the group of tall buildings in this area, including Crown Street Phase 1, the four towers at Deansgate Square, Beetham Tower and Axis.

The development would retain the urban grain of the area and improve pedestrian routes from Chester Road and the Hulme Bridge. The podium and eight storey blocks on Great Jackson Street and Garwood Street would respond in scale to the existing neighbouring residential buildings to the east of the site on City Road East and allow the towers to be set further away from these buildings. The use of different fenestration patterns and materials for the podium and top floors give the development a tri-partite subdivision that is characteristic of traditional Manchester

buildings. The vertical proportions of the glazing would be in keeping with the fenestration of nearby listed buildings, such as the former Bridgewater Canal Offices and Middle Warehouse and the nearby modern towers. The buildings would have a slender appearance, with the red brick slips responding to the structures and buildings in Castlefield Conservation Area, as well as buildings to the east and south of the site. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, and high quality design and construction standards to improve energy efficiency. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and a condition should be attached requiring the commercial elements of the scheme to achieve a BREEAM rating of at least 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phase 1 and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings. The design team have experience of delivering tall buildings, such as those at Water Street, Great Marlborough Street and Cambridge Street, and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal includes public realm and landscaping within the site, upgrading the pedestrian link to the Hulme Bridge. The townhouses, apartments and commercial unit would bring activity to this area. They would enliven and provide natural surveillance to the public realm and the pedestrian routers that link to other areas. The proposal would provide permeability and connect to Deansgate, Hulme,

Castlefield, and First Street through enhanced pedestrian linkages across and around the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.



Effect on the Local Environment

This examines, amongst other things, the impact the scheme on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density city centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework envisages high density development and scale. This is recognised in the NPPF.

A Daylight and Sunlight Report makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting. The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and 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 often inevitable.

The following residential properties and amenity areas have been considered due to their proximity to the site:

- Deansgate Square South Tower;
- Deansgate Square East Tower;
- The Boatmans, City Road East;
- Lumiere, City Road East;
- City South, City Road East;
- River Street (student accommodation);
- Rockdove Avenue (3 storey apartment building);
- Humberstone Avenue/Hulme Street (four 3-storey apartment buildings); and
- Crown Street Phase 2.

Daylight

The assessment has used the following methods to assess the impact of daylight: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the City Centre location where high density development is encouraged. A total of 2817 windows to 1747 rooms within the 13 properties were assessed. Out of the 2817 windows assessed for daylight, 2413 (86%) would meet the BRE guidelines for VSC. For NSL, 1571 (90%) of the 1747 rooms assessed would meet the BRE criteria. The impacts for each property can be summarised as follows:

Deansgate Square South Tower – For VSC, 111 (25%) of 437 windows would meet the BRE criteria, 232 (53%) would be altered by 31-40% and 94 (22%) by more than

40%. 210 (48%) would be to single aspect rooms. For NSL, all 228 rooms would meet the BRE criteria.

Deansgate Square East Tower – For VSC, 172 (32%) of 532 windows would meet the BRE criteria, 233 (44%) would experience an alteration of between 21 and 30% and 127 (24%) would be altered by 31-40%. 236 (44%) of the windows would be to single aspect rooms. For NSL, all 304 rooms assessed would meet the BRE criteria. The overall impact on daylight on the Deansgate Square towers is considered to be minor adverse and not significant, particularly given that the windows that would have a reduction in daylight currently receive very high levels of VSC and in absolute terms the levels of VSC that would be enjoyed by these windows post development would still be considered to be good (between 22.5% and 26.37% against a target of 27%), particularly in a City Centre environment.

The Boatmans, City Road East - For VSC, 26 (67%) of 39 windows would meet the BRE criteria, 1 (3%) windows would experience an alteration of between 21 and 30%, 5 (13%) would be altered by 31-40% and 7 (18%) by more than 40%. 13 (33%) would be to single aspect rooms. For NSL, 32 (97%) out of the 33 rooms assessed would meet the BRE criteria and 1 (3%) would experience an alteration between 21-30%. In terms of the VSC results the property includes design features such as balconies and recesses that make the rooms/windows particularly sensitive to nearby development. The baseline results show that only 12 of the 39 windows currently exceed the BRE target figure of 27%, demonstrating that the adverse results are generally due to the buildings existing architectural form. The BRE guide states that an adjacent developer should not be prejudiced by such existing design features. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

Lumiere, City Road East - For VSC, 58 (44%) of 133 windows would meet the BRE criteria, 15 (11%) would experience an alteration of between 21 and 30%, 52 (39%) would be altered by 31-40% and 8 (6%) by more than 40%. 52 (39%) of the windows would be to single aspect rooms. For NSL, 98 (89%) out of the 110 rooms would meet the BRE criteria, 2 (2%) would experience an alteration between 21-30%, 6 (5%) would be altered by 31-40% and 4 (4%) by more than 40%. In terms of the VSC results, it should be noted that this property includes design features such as balconies and recesses that make the rooms/windows particularly sensitive to nearby development. The building is also close to The Boatmans building, meaning that the windows there already have a low starting value and are very sensitive to change. The baseline results for this building show that only 17 of the 133 windows currently exceed the BRE target figure of 27%, demonstrating that the adverse results are generally due to the building's existing architectural form and proximity to the adjacent building. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

City South - For VSC, 35 (25%) of 141 windows would meet the BRE criteria, 36 (26%) would experience an alteration of between 21 and 30%, 19 (30%) would be altered by 31-40% and 51 (36%) by more than 40%. 47 (33%) windows would be to single aspect rooms. For NSL, 83 (66%) of 125 rooms would meet the BRE criteria, 29 (23%) would experience an alteration between 21-30%, 6 (5%) would be altered by 31-40% and 7 (6%) by more than 40%. In terms of the VSC results, the property

includes design features, such as recessed balconies and a courtyard, that make the rooms/windows particularly sensitive to nearby development. The baseline results for this building show only 56 of the 141 windows exceed the BRE target figure of 27% for VSC before the development and only 93 of the 125 rooms exceed the BRE target figure of 80% for NSL, demonstrating that the adverse results are generally due to the buildings existing architectural form. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

River Street Student Accommodation - For VSC, 489 (99%) of 492 windows would meet the BRE criteria and 3 (1%) would experience an alteration of between 21 and 30%. None of the rooms affected would be single aspect rooms. All windows would meet the NSL criteria.

Rockdove Avenue - All windows and rooms would meet the VSC and NSL criteria.

Humberstone Avenue/Hulme Street - All windows and rooms would meet the VSC and NSL criteria.

Crown Street Phase 2 - All windows and rooms would meet the VSC and NSL criteria.

Sunlight

The BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

The sunlight assessment relates to windows that currently receive some direct sunlight. Out of the 2817 windows assessed for Sunlight 2812 (99%) meet the BRE guidelines for APSH in summer and 2813 (99%) meet the BRE guidelines for APSH in Winter. The impacts on the buildings around the site can be summarised as follows:

Deansgate Square South Tower - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Deansgate Square East Tower - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

The Boatmans – Out of the 39 windows assessed, 28 (72%) would meet or exceed the BRE guidelines for Summer APSH and 11 (28%) would experience a greater than 40% reduction. 29 (74%) would meet the criteria for Winter, whilst 10 (26%) would experience a greater than 40% reduction. All the affected windows would be to single aspect rooms.

Lumiere - Out of the 133 windows assessed, 104 (78%) would meet or exceed the BRE guidelines for Summer APSH, 7 (5%) would experience alterations of between

21 to 30%, 14 (11%) a 31-40% reduction and 1 (1%) a greater than 40% reduction. 25 (19%) would be to single aspect rooms. 127 (95%) would meet the criteria for Winter, 1 (1%) a 31-40% reduction and 1 (1%) a greater than 40% reduction. 3 (2%) would be to single aspect rooms.

City South - Out of the 141 windows assessed, 112 (79%) would meet or exceed the BRE guidelines for Summer APSH, 6 (4%) would experience alterations of between 21 to 30%, 4 (3%) a 31-40% reduction and 10 (13%) a greater than 40% reduction. All of the affected windows would be to single aspect rooms. 126 (89%) would meet the criteria for Winter, 1 (1%) would experience alterations of between 21 to 30%, 3 (2%) a 31-40% reduction and 11 (8%) a greater than 40% reduction. All of the windows affected would be to single aspect rooms.

River Street Student Accommodation – All of the 492 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Rockdove Avenue - All of the 36 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Humberstone Avenue/Hulme Street - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Crown Street Phase 2 - All of the 878 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

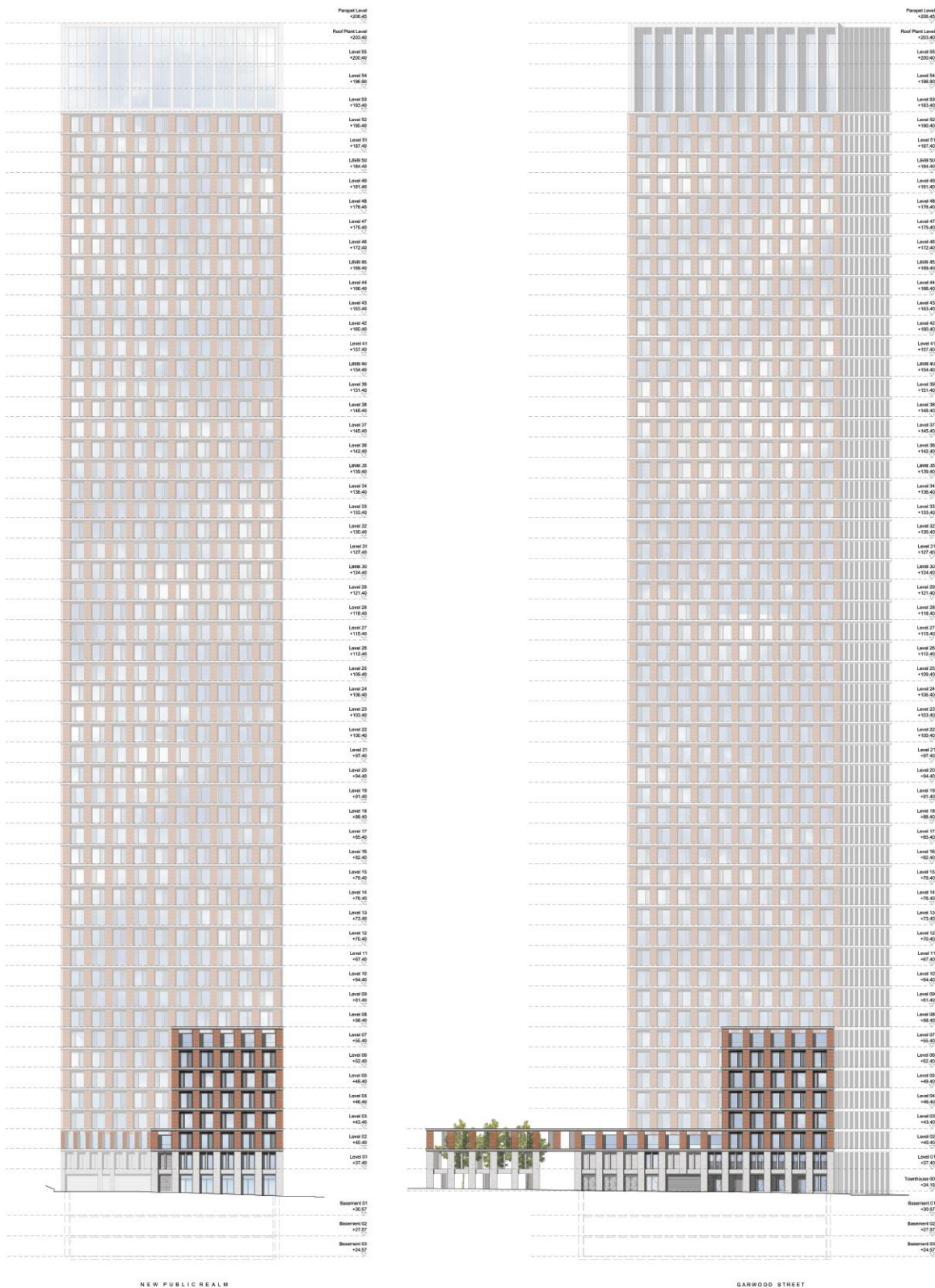
The above results for daylight and sunlight should be considered in the context of a site that has had low level buildings on it for years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the small scale of these effects, the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed towers would be approximately 32m apart. The lower block fronting Garwood Street would be eight storeys and would be approximately 22m from the elevation of the City South building on the opposite side of Garwood Street, with the closest tower being 43m away. These are acceptable distances within the City Centre and the proposal

would not have a detrimental impact in terms of overlooking on residential properties near the site.



(b) Wind

A wind microclimate study has taken into account the different scenarios that the phasing of the development could result in and mitigation measures, including a 3-storey colonnade structure, porous screens, tree planting and hedging, form part of the proposal.

The study has shown conditions in and around the site would remain safe for all users except for a small area on City Road East near to the north west corner of the City South building where wind speeds would be approximately 15.4m/s once per annum and would exceed 15m/s for approximately 1.3 hours per annum. In accordance with the Lawson Criteria threshold, wind speeds exceeding 15.0 m/s for more than a target of 1 hour (and approx. 0.7 hours per annum for baseline conditions) are classified as unsuitable. However, the conditions only marginally exceed the lowest pedestrian safety threshold and the area affected is small. Furthermore, the dominant wind direction is likely to be along the road/thoroughfare so is unlikely to result in cross-wind for cyclists using the road. The localised effect is considered to be moderate adverse. When future developments are taken into account, all areas in and around the site would be safe for all users and the effects are considered to be negligible.

In terms of comfort, pedestrian level wind conditions within the site are considered suitable for the proposed activities including pedestrian access to and passage through or around the site, pedestrian ingress / egress at entrances and recreational uses of amenity spaces. At elevated levels, conditions are also generally suitable for the proposed recreational uses. A small area towards to the centre of the East Block's podium level terrace would be marginally windy, but likely tolerable for sedentary recreational uses beyond the summer months. Overall, these effects are considered negligible to no worse than localised minor adverse. For areas around the site, the suitability of surrounding wind conditions are not significantly changed from baseline conditions and the effect of the proposed development on surrounding conditions is considered negligible.

With the introduction of committed future surrounding developments, wind conditions in and around the site rate as safe for all users. The proposed development and future surrounds therefore have a negligible cumulative effect with regards to pedestrian safety. In terms of comfort, pedestrian level wind conditions in and around the site are not significantly changed from those discussed above for the proposed development with existing surrounds.

The proposal would modify the local wind environment and create improvements and some minor localised wind acceleration at pedestrian level. Wind conditions in and around the site would generally be safe for the public and suitable for their intended and existing uses or would remain unchanged or improved when compared to the baseline conditions. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that these would be acceptable.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

The Air Quality Assessment concludes that no specific mitigation measures are required for the apartments and the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16, including:
48 Electric Vehicle Charging Points with future proofing to provide 100%;
1,040 private cycle parking spaces and 40 visitor spaces;
Improvements to pedestrian access; and
Travel Plan Implementation.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses.

(d) Noise and Vibration

A Noise Impact Assessment has identified that the sources of noise that could impact upon the homes are road traffic on Great Jackson Street and the Mancunian Way and noise associated with the commercial units, such as mechanical and electrical plant items. The residential units would be provided with Mechanical ventilation and heat recovery systems (MVHR) and high performance glazing to insulate them against noise and acoustic conditions should be attached to any approval to ensure that appropriate noise levels are met. Subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey concludes that the use of tower cranes and the proposal could cause disruption to the reception of digital satellite television services in areas within 410m to the immediate north west of the site. If interference does occur this could be mitigated by the repositioning of satellite dishes. Interference to Digital Terrestrial Television (DTT) Freeview and VHF(FM) Radio is not expected. A condition requiring pre- and post-construction surveys and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception that cannot be mitigated against.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety.

Sufficient parking would be provided on site to meet future residents' needs and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a wide mix of apartment sizes and townhouses that could attract a range of occupants and help to foster a mixed community. Roof gardens and public realm would be provided as well as residential amenity facilities and a commercial unit, which would help to foster a sense of community. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings.

The high quality public realm, would provide amenity space and a through-route into Great Jackson Street from the Mancunian Way Footbridge. The active frontages overlooking Great Jackson Street and Garwood Street would increase activity and vitality in the area and increase passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the Historic England guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a significant impact upon traffic and network capacity. The site is close to bus routes and bus stops, Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links around the site and the proposal would introduce further pedestrian linkages. The site is within walking distance of city centre services and amenities.

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact, including the provision of public transport, walking and cycling information and a car club scheme. The Plan would encourage people to choose alternative modes over single occupancy car use and where possible reduce the need to travel.

The proposal is expected to have a technical impact on the Manchester M10 Radar located at Manchester Airport, which can be mitigated through the imposition of aviation conditions on any approval.

Waste and Recycling

The main residential bin stores would be located on the first floor of each block, with access via a ramp to on-street collection point. Residents would have three bins in their homes: one for general waste; one for pulvable waste; and one for co-mingled

recyclables. They would take waste to a tri-separator on each floor of both towers. At the base of the chute would be 1 no. Bi or Tri-Separator chute discharge feeding directly into a waste container. The separation outlets would feed recyclable waste directly into recycling waste containers. The residents of the townhouses would store their waste internally before taking it to dedicated independent waste storage rooms located at the first floor of each tower, less than 30m away. The total waste storage area for the West Block is approximately 425m², providing 129no. 1100L bins and approximately 200m² of manoeuvring space, whilst the East Block would have a total waste storage area of 400m², providing 126no. 1100L bins and approximately 175m² of manoeuvring space. Approximately 50% of the bins in the stores would be dedicated to recycling, including organic waste. The management company would monitor the recycling rates and promote high recycling rates.

The commercial unit would have: 1no. 660L bin for general refuse; 1no. 660L bin for pulpable paper/card recycling; and 1no. 660L bin for co-mingled recyclables.

A condition should ensure adequate waste storage and management and a condition would be required in relation to the waste strategy for the commercial unit.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site, and 7% of parking spaces would be fully accessible. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The apartments, townhouses, commercial unit and public realm would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement provides detailed measures that would be incorporated into the scheme. It is recommended a condition would require the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm with planting and green roofs to provide amenity for residents. Trees would be planted on Garwood Street and in the new public realm and roof top amenity areas. The proposal would enhance linkages to the rest of the Great Jackson Street area, including the large public realm area and riverside walkway adjacent to the River Medlock at Deansgate Square. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The Ecological Survey and Assessment has found the site to have limited ecological value, although it does support areas of trees and is used by nesting birds. A condition should, therefore, be attached to protect birds during the bird nesting season, as well as a condition requiring a Construction Environmental Management Plan for Biodiversity to protect other fauna and retained trees. Invasive Japanese knotweed is present, so a condition requiring control measures should be attached. The proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

Contaminated Land and Impact on Water Resources

A Phase 1 Preliminary Risk Assessment shows the possibility of some on site contamination. A condition should ensure that adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding). The proposed uses are considered to be appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external amenity spaces, green roofs and external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6, the energy strategy would secure the following reductions in carbon emissions:

At least a 17.7% betterment over Building Regulations Part L1a for the residential elements of the scheme; and

At least 12.9% improvement in relation to Building Regulations Part L2a for the non-domestic zones.

On-site renewable energy generation also forms part of the proposals including photovoltaic panels. All accommodation would have MVHR to reduce the heat losses and energy demands. There would be active sensors to lighting in the common areas. Water consumption and water heating energy loads would be minimised with the use of water efficiency measures and waste water heat recovery systems would be provided to all showers and baths. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 1040 cycle spaces, 48 Electric Vehicle Charging Points with future proofing for further provision, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the

short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Address – the site address is taken from the Land Registry file and the information submitted is sufficient to identify the site.

Relocation of sewer pipe should not result in taller buildings – The applicant has considered different options and the increase in density from that set out in the SRF is required to provide a viable scheme.

Does not take Plot F into account - the living and environmental aspects of any Plot F development would be considered in relation to any scheme approved on Plot G as part of a planning application.

Precedent – The proposal is commercially viable and any material changes would need to be assessed through the planning process.

Mental Health – the application is supported by an Environmental Statement and reports that assess the impacts on local residents. The scheme would bring benefits to the area for local residents, such as an enhanced streetscape, public realm, enhanced pedestrian link to the Hulme footbridge, an increase in trees, improved passive surveillance and a reduction in anti-social behaviour, which would increase the safety and security of local residents.

Overcrowding – The scheme falls within the aims of the SRF for high density living. There is adequate amenity space and separation distances.

Design – The buildings are ugly and not in keeping with the existing glass and steel towers in the area, such as the Deansgate Square towers and Beetham Tower. They are comparable to the Arndale Tower or North Tower in Salford.

Lack of parking – The site is in a highly accessible location and a public car park is being developed at Crown Street.

Flats are sold to overseas investors – It is not known whether the homes would be for market sale or build to rent at this stage.

Loss of views – Views are not protected by planning policy or guidance.

Lack of facilities – The commercial unit could be used as a pharmacy and there is a doctors' surgery and school being developed at Crown Street.

Property Values – This is not a planning consideration. However, the proposal would contribute to the regeneration of the area, creating a more attractive and desirable location.

Contribution to Climate Change – The development is not expected to result in existing buildings using more lights and heating.

Conclusion

It is considered that a mixed-use development incorporating tall buildings and the proposed level of residential and commercial units would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for tall buildings and the development would be well designed and of a high quality at this important gateway site. It would fulfil an important role in providing residential accommodation within the City Centre.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

The development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby Castlefield Conservation Area. The development would have an acceptable impact on residential amenity and would regenerate a site that currently has a negative impact on the area, including improving the public realm and permeability within the area.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant.

Given the above, it is considered that the proposal is in accordance with Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework

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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to a legal agreement for a financial contribution towards off site affordable housing**

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 discussions about the form and design of the development, access, and highways.

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:

Basement 3 GA Plan 0619 L(--)-B03 P3
 Basement 2 GA Plan 0619 L(--)-B02 P3
 Basement 1 GA Plan 0619 L(--)-B01 P3
 Ground Floor GA Plan 0619 L(--)-000 P4
 Level 01 GA Plan 0619 L(--)-001 P4
 Level 02 GA Plan 0619 L(--)-002 P7
 Level 03 GA Plan 0619 L(--)-003 P5
 Level 04 and 06 GA Plan 0619 L(--)-004 P4
 Level 05 GA Plan 0619 L(--)-005 P3
 Level 07 GA Plan 0619 L(--)-007 P5
 Level 08-32 GA Plan (Even Floors) 0619 L(--)-008 P4
 Level 09-33 GA Plan (Odd Floors) 0619 L(--)-009 P3
 Level 34-52 GA Plan (Even Floors) 0619 L(--)-034 P4
 Level 35-51 GA Plan (Odd Floors) 0619 L(--)-035 P3

Level 53 GA Plan 0619 L(--)-053 P4
 Level 54 GA Plan 0619 L(--)-054 P4
 Level 55 GA Plan 0619 L(--)-055 P4
 Roof Plant Room Level GA Plan 0619 L(--)-056 P3
 Roof GA Plan 0619 L(--)-036 P3

Great Jackson Street GA Elevation 0619 L(--)-101 P6
 Mancunian Way GA Elevation 0619 L(--)-102 P6
 East GA Elevations 0619 L(--)-103 P6
 West GA Elevations 0619 L(--)-104 P6
 Facade Study - Typical 0619 L(--)-105 P1
 Facade Study - Crown 0619 L(--)-106 P1
 Facade Study - Townhouse 0619 L(--)-107 P2
 Facade Study - Car Park 0619 L(--)-108 P1
 Facade Study - Podium 0619 L(--)-109 P1
 Facade Study - Retail Frontage 0619 L(--)-110 P2
 Facade Study - Residential Entrance 0619 L(--)-111 P2
 Facade Study - Perimeter Colonnade 0619 L(--)-112 P1

GA Section A-A 0619 L(--)-200 P1
 GA Section B-B 0619 L(--)-201 P2
 GA Section C-C 0619 L(--)-202 P2

Site Location + Red Line Boundary Plan 0619 L(--)-300 P1
 As-Proposed Site Plan 0619 L(--)-301 P1
 As-Existing Site Plan 0619 L(--)-310 P1

Accommodation Schedule P16
 Apartment Layout: APT 1a 0619 L(--)-501 P1
 Apartment Layout: APT 1b 0619 L(--)-502 P1
 Apartment Layout: APT 1c 0619 L(--)-503 P2
 Apartment Layout: APT 1d 0619 L(--)-504 P2
 Apartment Layout: APT 1e 0619 L(--)-505 P2
 Apartment Layout: APT 1f 0619 L(--)-506 P2
 Apartment Layout: APT 2a 0619 L(--)-507 P1
 Apartment Layout: APT 2b 0619 L(--)-508 P1
 Apartment Layout: APT 2c 0619 L(--)-509 P1
 Apartment Layout: APT 2d 0619 L(--)-510 P1
 Apartment Layout: APT 2e 0619 L(--)-511 P1
 Apartment Layout: APT 2f 0619 L(--)-512 P1
 Apartment Layout: APT 3a 0619 L(--)-513 P1
 Apartment Layout: APT 3b 0619 L(--)-514 P1
 Apartment Layout: APT 3c 0619 L(--)-515 P1
 Apartment Layout: APT 3d 0619 L(--)-516 P1
 Apartment Layout: APT 3e 0619 L(--)-517 P1
 Apartment Layout: APT 3f 0619 L(--)-518 P1
 Apartment Layout: APT 3g 0619 L(--)-519 P1
 Apartment Layout: APT 1g 0619 L(--)-529 P1
 Apartment Layout: APT 2g 0619 L(--)-530 P1
 Apartment Layout: APT 2h 0619 L(--)-531 P1

Townhouse Layout: TH 2a 0619 L(--)-520 P1
 Townhouse Layout: TH 3a 0619 L(--)-521 P1
 Townhouse Layout: TH 3b 0619 L(--)-522 P1
 Townhouse Layout: TH 3c 0619 L(--)-523 P1
 Townhouse Layout: TH 3d 0619 L(--)-524 P1
 Townhouse Layout: TH 3e 0619 L(--)-525 P1
 Townhouse Layout: TH 3f 0619 L(--)-526 P1
 Townhouse Layout: TH 3g 0619 L(--)-527 P1
 Townhouse Layout: TH 3h 0619 L(--)-528 P1

Layer - Landscape Architecture Drawings

Tree Retention / Proposals 161-LYR-XX-00-DWG-L-0001 0
 Landscape GA _ Ground Floor 161-LYR-XX-00-DWG-L-1000 0
 Landscape GA _ Level 02 / 07 161-LYR-XX-ZZ-DWG-L-1001 0
 Softworks _ Ground Floor 161-LYR-XX-00-DWG-L-3000 0
 Softworks _ Level 02 / 07 161-LYR-XX-ZZ-DWG-L-3001 0
 Illustrative Sections 161-LYR-XX-ZZ-DWG-L-5001 0
 External Lighting _ Ground Floor 161-LYR-XX-00-DWG-L-7000 0
 Curtins - Traffic and Transport Drawings
 SPA FireVehicle 71285-CUR-00-XX-DR-TP-05001 P04
 SPA Substations 71285-CUR-00-XX-DR-TP-05002 P08
 SPA Refuse 71285-CUR-00-XX-DR-TP-05003 P06
 SPA LargeCar - GF 71285-CUR-00-XX-DR-TP-05004 P02
 SPA LargeCar - B1 71285-CUR-00-XX-DR-TP-05005 P02
 SPALargeCar - B2 71285-CUR-00-XX-DR-TP-05006 P02
 SPALargeCar - B3 71285-CUR-00-XX-DR-TP-05007 P02
 AccessArrangement 71285-CUR-00-XX-DR-TP-75001 P08
 LoadingArea 71285-CUR-00-XX-DR-TP-75002 P08
 Bowland Arboricultural - Tree Survey Drawings
 Tree Constraints Plan BTC-2045-TCP -
 Tree Impact Plan BTC-2045-TIP A

Drawing titled Lay New 125mm PE LP main and 90mm LP service to terminate with a 3" ECV in a GC6 kiosk and base supplied and installed by Fulcrum. Supply and install a u 160 meter received by the City Council as local planning authority on 1st March 2021.

Documents

Design+Access Statement Rev. P2 dated 03/2021 by SGI Studios
 Environmental Statement - Non Technical Summary dated January 2021 by Deloitte Real Estate
 Great Jackson Street Townscape and Visual Impact Assessment: MAPS Appendix 8.1 dated 21 10 20 by Chris Burnett Associates
 Great Jackson St. Townscape and Visual Impact Assessment: Viewpoint Photos Appendix 8.2 dated 21 10 20 by Chris Burnett Associates
 Townscape and Visual Impact Assessment: Visual Representation of Development Proposals dated August 2020 by Chris Burnett Associates
 Appendix 9 - Wind Microclimate received by City Council as Local Planning Authority on 1st February 2021

Appendix 2.2: Committed Development Map received by the City Council as Local Planning Authority on 1st February 2021

Appendix 6.1 - Air Quality Assessment Inputs Reference AQ107298 dated 2ND NOVEMBER 2020 by Josh Davies, Ensaf Group

ES Vol 2 Appendix 6.2 - Figures 1 of 2 received by the City Council as Local Planning Authority on 1st February 2021

ES Vol 2 Appendix 6.2 - Figures 2 of 2 received by the City Council as Local Planning Authority on 1st February 2021

Planning noise report dated Ref: 19111-R02-H dated 4 September 2020 by Sandy Brown

Environmental Statement - Volume 1 dated January 2021 by Deloitte Real Estate

ES Vol 2 Appendix 7.1 - VSC received by the City Council as Local Planning Authority on 4th February 2021

ES Vol 2 Appendix 7.2 - NSL received by the City Council as Local Planning Authority on 4th February 2021

ES Vol 2 Appendix 7.3 - APSH received by the City Council as Local Planning Authority on 4th February 2021

Archaeological Assessment dated 30th April 2019 by Greater Manchester Archaeological Advisory Service

Aviation Risk Assessment dated August 2020 by Hodder and Partners

Broadband Connectivity Assessment First draft issue dated 26/04/2019 by GTech Surveys Limited

Environmental Standards and Energy Statement Project No: 7/7605 Rev: 3 dated 15/10/2020 by Clancy Consulting

Environmental Standards Statement (including Life Cycle Assessment) REF: 2020.210 dated December 2020 by Element Sustainability

Local Labour Agreement received by the City Council as Local Planning Authority on 1st February 2021

Planning and Tall Building Statement dated January 2021 by Deloitte Real Estate

Statement of Community Consultation dated January 2021 by Deloitte Real Estate

Ventilation Statement Rev: 3 dated 15/10/2020 by Clancy Consulting Limited

Landscape Chapter Ref: 161-LYR-XX-ZZ-RPT-L-0001 dated December 2020 by Layer. Studio

Crime Impact Statement Job Number: GM10393 Report Number: 0001 Version: V3.0 dated October 2020 by Wardell Armstrong LLP

Daylight and Sunlight Existing and Commitments received by the City Council as Local Planning Authority on 9th March 2021

Daylight and Sunlight Existing Summary received by the City Council as Local Planning Authority on 9th March 2021

Power Limitations for Full (100%) Electric Vehicle Charging at Great Jackson Street Project No 7/8551 dated 05/03/2021 by Clancy Consulting

Ground Floor Plan Radio Suvey Areas Job no. 0619 drawing number L(sk)072 dated 3rd March 2021 by Hodder + Partners

Ground Floor Plan Radio Suvey Areas Job no. 0619 drawing number L(sk)073 dated 3rd March 2021 by Hodder + Partners

Design for Access 2: Detailed Response Revision P1 dated 5 March 2021

Simplified Area Schedule Rev P16 dated 04/03/2020

Television and Radio Reception Impact Assessment Second issue dated 20/10/2020 by GTech Surveys Limited received by the City Council as Local Planning Authority on 10th March 2021

Electricity NW Overview received by the City Council as local planning authority on 10th March 2021

The Validation Checklist received by the City Council as local planning authority on 10th March 2021

The letter from Bowland Tree Consultancy entitled Review of Manchester City Council Tree Planting Policy in Relation to Planning Application 129273/FO/2021 at Plot G, Great Jackson Street, Manchester, M15 4AX dated 9th April 2021

The document entitled Plot G, Great Jackson Street, Manchester - Review of Projected Tree Impacts - April 2021 received by the City Council as local planning authority on 22nd June 2021

Arboricultural Impact Assessment dated November 2020 by Bowland Tree Consultancy

Ecological Assessment dated April 2019 by Urban Green

Flood Risk Statement dated 17 December 2019

Preliminary Geo-Environmental Risk Assessment Project No. 19-0212.01 dated January 2020 Delta-Simons.

Heritage Statement: Significance and Impact REV C dated October 2020 by Stephen Levrant Heritage Architecture Ltd

Waste Management Strategy Waste Management Strategy Ref: 71285-CUR-00-XX-RP-TP-002 Revision: V03 dated 09 December 2020 by Curtins

Transport Statement (with Travel Plan) Ref: 71285-CUR-00-XX-RP-TP-001 Revision: V07 dated: 09 December 2020

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

3) Prior to the commencement of any demolition, ground/earth works and/or vegetation clearance on the site, an invasive non-native species protocol detailing the containment, control and removal of Japanese knotweed on the site, shall be submitted to and agreed in writing by the City Council as local planning authority. The agreed protocol shall be implemented in full before development commences.

Reason - The site may contain invasive species requiring treatment, pursuant to Policies EN15 and DM1 of the Core Strategy.

4) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the City Council as local planning authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.

- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason - In order to provide protection to flora and fauna, pursuant to Policy EN15 of the Core Strategy.

5) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

6) Notwithstanding demolition, should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

7) Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

9) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal;
- and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of first occupation of the development, details of the results of the scheme shall be submitted for consideration.

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

10) Prior to the commencement of development, a detailed demolition and construction management plan outlining working practices during development (including demolition works) shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the demolition and construction management plan shall 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;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

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

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

11) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

12) Notwithstanding demolition, prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

13) 1. Notwithstanding demolition, prior to the commencement of development a programme for the submission of final details of the public and private realm works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) A strategy detailing on-going maintenance of the proposed trees;
- (e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (f) Details of the proposed street furniture including seating, bins and lighting;
- (g) Details of any external steps and handrails.

2. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

14) Notwithstanding demolition, no development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority. In order to discharge this condition the following additional information shall be provided:

- a. A proposed drainage layout.
- b. Results of Phase 2 ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours.

- c. An assessment of incorporating green SuDS solution (that is either utilising infiltration or attenuation) if practicable into the proposed drainage layout.
- d. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- g. 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- i. Evidence that United Utilities approve and accept the proposed Section 185 design (including the 2600mm combined sewer and the 375mm combined sewer which run through the site) or approve and accept a proposed build over agreement.
- j. Hydraulic calculations of the existing/proposed run-off rates.
- k. Hydraulic calculations of the proposed drainage system.
- l. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

15) 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 pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

17) Notwithstanding demolition, before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Second issue dated 20/10/2020 by GTech Surveys Limited before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core

Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

18) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with a waste management strategy to be submitted to and approved in writing by the City Council as local planning authority before the development (notwithstanding demolition) commences. The approved waste management strategy shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) The commercial uses (Class E) hereby approved shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

20) a. The residential accommodation shall be acoustically insulated against noise from the Mancunian Way and any other actual or potential sources of noise in accordance with a Noise Impact Assessment, which shall include an overheating assessment, to be submitted to and approved in writing by the City Council as local planning authority in order to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 times);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

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

b. Prior to first occupation of the residential units, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development and prior to occupation a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Those measures shall be implemented in full before the commercial unit is first occupied.

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

22) a. Before first occupation of the development the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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.

b. Upon completion of the development and prior to first occupation a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

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

23) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

24) Fumes, vapours and odours shall be extracted and discharged from the Class E premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

25) a. Notwithstanding demolition, prior to the commencement of development final details of the crossing arrangements for pedestrians crossing Garwood Street at its junction with City Road East and Great Jackson Street shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. Any works approved under part a. of this condition shall be implemented in accordance with the approved details prior to any property within the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

26) Notwithstanding demolition, the development shall not commence unless and until a servicing strategy has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

27) No development shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase A and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

28) Notwithstanding demolition, no development shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator(1) and approved in writing by the City Council as local planning authority.

(1)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

29) No development shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

30) Notwithstanding demolition, before the development commences full details of the proposed solar PV panels, which may require a Glint and Glare Assessment, shall be submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. Any solar PV panels shall be carried out in accordance with the approved details.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester, as the material of the solar PV panels could give rise to glint or glare of sufficient intensity and duration as to cause an ocular hazard to Air Traffic Controllers or pilots.

31) a. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before first occupation of the development. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in

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

b. Prior to first occupation of the development, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that the acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the acceptable criteria. Those measures shall be implemented in full before any of the development is first occupied.

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

32) The commercial uses (Class E) hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall not open outside the approved hours thereafter.

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

33) (a) Prior to the first occupation of the development, details, location and specification of 7 kw electric car charging points for 48 (20%) parking spaces, together with the remaining spaces fitted with infrastructure for future electric car charging capability, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 46 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

34) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

35) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Job Number: GM10393 Report Number: 0001 Version: V3.0 dated October 2020 by Wardell Armstrong LLP and each building shall not be occupied or used until the City 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 Policy DM1 of the Adopted Core Strategy for the City of Manchester.

36) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

37) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

38) The development hereby approved shall not be occupied unless and until the wind mitigation measures set out in the Environmental Statement have been fully implemented.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

39) The commercial unit hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

40) The car park hereby approved shall be management in accordance with a car park management strategy that has been submitted to and approved in writing by the City Council as local planning authority before the development is first occupied.

Reason

In the interests of highway safety, pursuant to policy T1 and DM1 of the Core Strategy.

41) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

42) The dwellings (C3) 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.

43) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

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: 129273/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Civil Aviation Authority
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
GM Fire Rescue Service
Greater Manchester Ecology Unit
Planning Casework Unit
Sport England
Planning Casework Unit
Sport England
City Centre Regeneration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Urban Design & Conservation
Greater Manchester Ecology Unit
Civil Aviation Authority
Environment Agency
GM Fire Rescue Service
Greater Manchester Archaeological Advisory Service

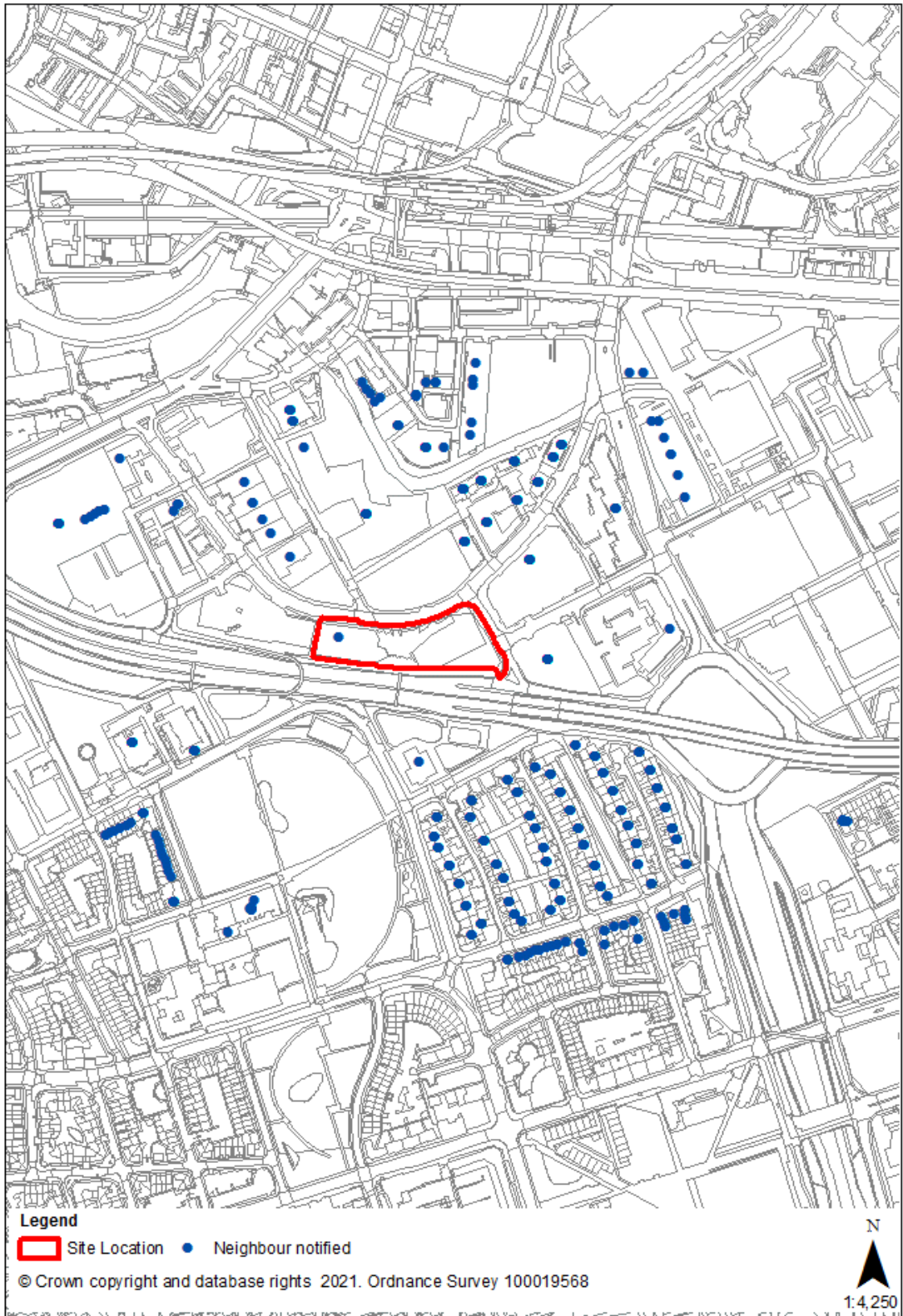
**Greater Manchester Police
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Transport For Greater Manchester
United Utilities Water PLC**

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

Representations were received from the following third parties:

Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Archaeological Advisory Service
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
United Utilities Water PLC

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
129923/FO/2021	29th Apr 2021	29th Jul 2021	Hulme Ward
129924/LO/2021			

Proposal 129923/FO/2021 - Full planning permission for the creation of the Embassy Village (Sui Generis) comprising 40 single-occupancy residential accommodation pods; a site reception pod; a flexible multi-use 'Village Hall' providing internal amenity space, and a staff accommodation pod, four car parking spaces and cycle parking provision; soft and hard landscaping; drainage arrangements; servicing and access arrangements; and other associated works.

129924/LO/2021 - Listed Building Consent for the installation of drainage infrastructure adjacent to and within the canal wall.

Location Land Bound By The River Medlock, Bridgewater Canal, Hulme Lock Branch Canal And Egerton Street, Manchester, M15 4LE

Applicant , Embassy, C/o Agent

Agent Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for the creation of managed supported housing for homeless people within 40 converted shipping containers stacked in two storeys beneath the arches of the railway and tram viaducts. There would be external and internal amenity and training areas, 20 cycle parking spaces and 4 parking spaces. Drainage works would be undertaken to the canal wall.

There have been 18 objections and 43 representations supporting the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would bring much needed support for homeless people in a highly sustainable location.

Design and Heritage: The shipping containers would be clad in materials to match the industrial character of the area and would be located beneath the arches, maintaining the character and appearance of Castlefield Conservation Area. The proposal would have minimal impact on the listed canal structure or on the settings of nearby heritage assets.

Residential Amenity: The development would not have an impact on existing residents through overlooking and a management regime would control noise and

activity on the site. An acceptable level of amenity can be achieved within the accommodation for future residents.

Access: The proposal would achieve an acceptable level of access for disabled persons into and within the site given the nature of the proposal and the site constraints.

Climate change & Sustainability: The site is in a highly sustainable location and it would include measures to mitigate against climate change and flooding. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Background to applicant

Embassy is a Manchester based charity which began by re-purposing a luxury tour bus as a high-quality homeless shelter (Embassy Bus). When the COVID-19 lockdown commenced, the short-term accommodation provided by the Embassy Bus could no longer operate, and as such Embassy took on a number of houses to continue providing emergency shelter. Embassy believes access to a safe, personal space and residential accommodation is critical to the individual's wellbeing.

Embassy has now developed a model which places these individuals into properties leased by the charity in Manchester, Salford and Bolton where residents have their own room. As such, Embassy now operates as a housing provider rather than a shelter and the proposals within this application form part of this new direction for the Charity.



Description of Site

The application relates to a 0.61 hectare site located in 22 railway arches underneath 2 transport viaducts. It is bounded by the River Medlock, Bridgewater Canal, Hulme Lock Branch Canal. Egerton Street/Ring Road forms the final site boundary. The site is in Castlefield Conservation Area.

Listed buildings and structures within 250m of the site are Hulme Lock Branch Canal; Bridgewater Canal Basin at Potato Wharf; Churchyard Walls, Gate Piers and Gates at Church of St George; Worsley Mill (Former Canal Flour Mills; Manchester South Junction and Altrincham Railway Viaduct; and Castlefield Railway Viaduct from G-Mex to Dawson Street, all Grade II Listed, as well as the Church of St George (Grade II*).

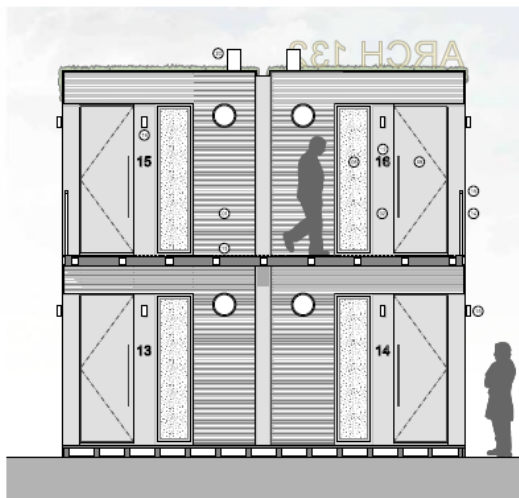
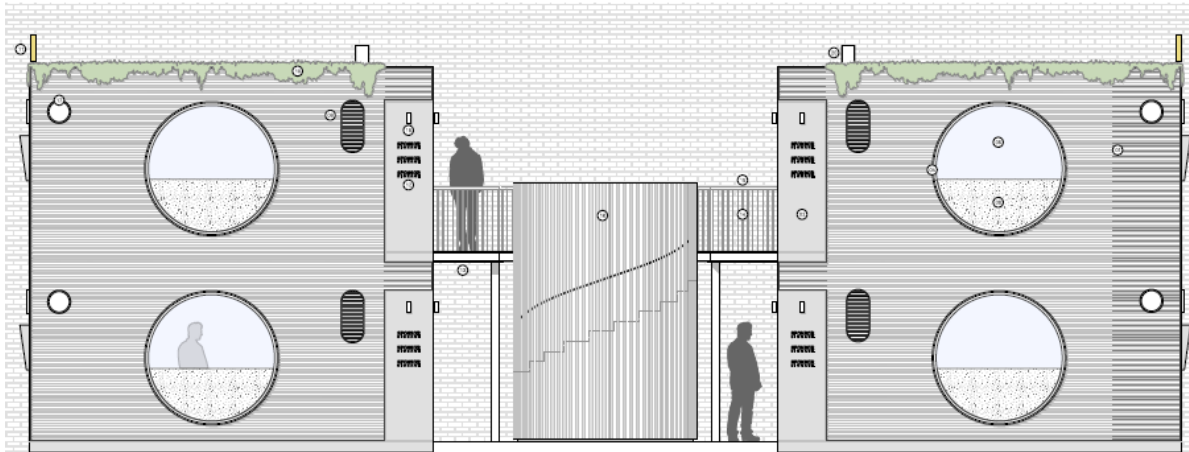
The Hulme Lock Branch Canal is adjacent to the site to the south. The site is accessible via a single gated entry from Egerton Street. The site slopes down from the road, away from the entrance off Egerton Street. The site is dominated by hardstanding with small strips of vegetation along the banks of the watercourses, predominantly to the north, fronting the River Medlock. Until recently the site was used as a surface level car park and for cold storage. Over time the site has become increasingly overgrown and subject to misuse and anti-social behaviour including flytipping. Five of the arches are currently unoccupied shell structures.

The site is close to a number of homes beyond the canal to the south and south west and beyond the River Medlock to the north. The separation distance between the proposal and St George's Island is c. 26m and it is 24m from Vie Building.

Beyond the canal to the south are some ground floor commercial uses and to the north beyond the canal is Porcelanosa, a warehouse retail unit and associated surface level car parking. To the north east beyond Egerton Street are a number of residential buildings and industrial units providing a variety of uses.

Description of Development

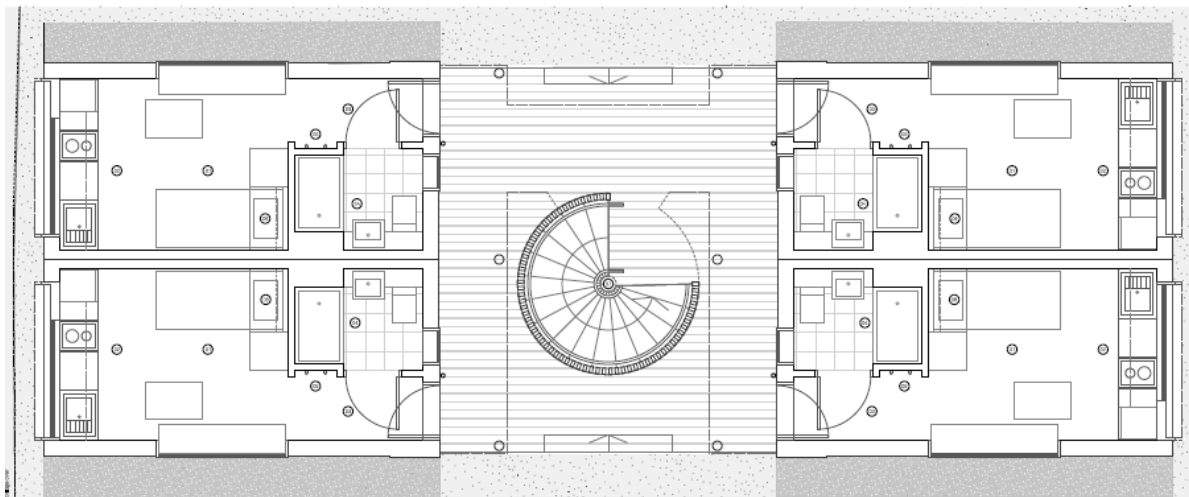




Inward-Facing Elevation A



Outward-Facing Elevation B



Consent is sought for the creation of a facility formed from a series of adapted shipping containers to be known as The Embassy Village, which would provide housing and associated support services to homeless men (Sui Generis use).

It would involve a 2 storey development comprising four key elements: 40 single occupancy living units, the Village Hall, the site reception pod and the staff

accommodation pod, all formed from adapted shipping containers. The accommodation pods would be grouped in clusters of eight, beneath five of the viaduct arches. The plans include a clean up of the entire site to remove fly-tipped materials and graffiti, creation of a level site where surfaces are uneven and demolition of the existing cold stores beneath the railway viaduct to open up the site to facilitate vehicle access.

In more detail the facility would comprise the following:

- 40 housing pods would have an area of 15.5 sq. m (GIA) inclusive of a bedroom, living area, kitchenette, en-suite bathroom and storage. The pods would provide modular temporary homes, each with their own front door for a maximum period of 2 years (occupation would typically average 4-12 months with a maximum stay of 2 years for those needing more support);
- A 12 sq. m (GIA) Site Reception / Entrance pod at the access point fronting Egerton Street;
- An 84 sq. m (GIA) flexible multi-use 'Village Hall' providing internal amenity space, including assisted cooking and laundry facilities, a staff/ site office, one-to-one counselling / meeting room (110 sqm);
- A 37 sq. m (GIA) staff accommodation pod;
- Outdoor amenity spaces, including allotments, seating and dining areas and an activity pitch. The activity pitch / sports area would be located to the east of the site, beneath one of the viaduct arches to minimise potential noise disturbances from sporting activities. Growing spaces / allotments would be located along the southern edge of the site, as part of the proposed external amenity space, to take advantage of the sunlight exposure (c2,750 sqm);
- Cycle parking provision (20 spaces) and staff cycle parking provision;
- 4 staff car parking spaces (including one accessible space);
- Soft and hard landscaping (paving and planting would be set back from the canal edge by 500mm. The areas adjacent to the coping stones of the canal wall will be treated with surface level materials to avoid the need to disturb any below ground structures);
- Installation of drainage infrastructure adjacent to and within the canal wall;
- Installation of lighting comprising: decorative festoon lighting installed at a high level within the viaduct arches; wall mounted lighting within the viaduct arches; pod lighting – fitted externally to illuminate the stairs, walkways and entrances to pods; low level bollard lighting for walkways fronting the River Medlock to the north and Hulme Lock Branch Canal to the south.

The site would have a single point of access from Egerton Street marked by a reception pod. This would include a reception desk, from which pedestrian and vehicular access is controlled and an area for searching arriving residents. Individual post boxes for residents would also be located in this area.

There would be a refuse store in a service area and management staff would wheel the bins to the collection point on collection day where the bins would be emptied and moved back to the refuse store promptly.

The staff accommodation pod would allow a 24-hour staff presence on site to facilitate security and management outside normal office hours. The staff pod would

use the same modules as the main accommodation pods but would combine two together to achieve a 37 sq. m floorspace. A small area of private amenity space is proposed for the staff accommodation pod, located to the north fronting the River Medlock. The temporary accommodation pods would be stacked in clusters of 4; 2x ground and 2x upper floor units.



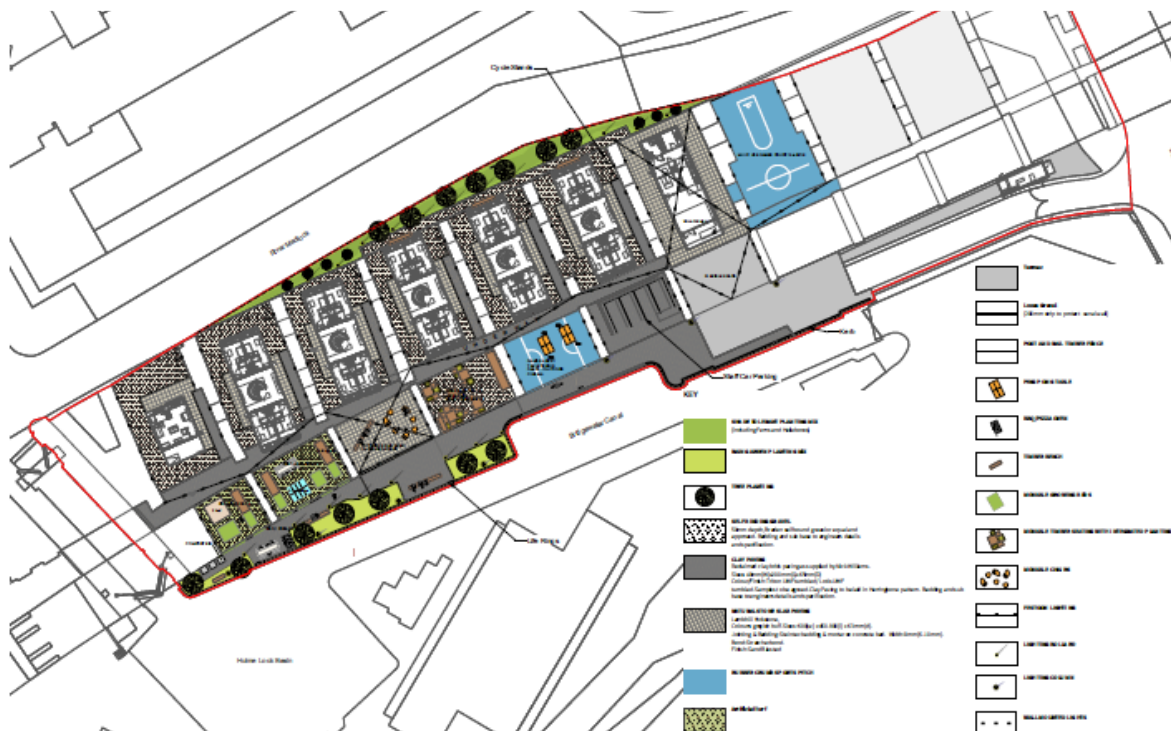
Within each arch the accommodation clusters would form sheltered inward facing courtyards with a cladded external stair linking the upper and lower dwellings. Access to front doors would be off the courtyard, which serves as a shared space that the residents would have a level of responsibility for maintaining. The pods would be arranged with the front doors opening from the inner courtyard with outward / water facing living spaces. The shower rooms are located to face the inner courtyard to maximise the outward facing living spaces.

The design uses shipping containers, which would be dressed internally and externally with fit out and cladding materials. Externally this would be a micro profile corrugated metal cladding. The design of the pods has been influenced by the need to mitigate the acoustic and vibration impacts of the location. The acoustic performance of all building elements aims to achieve the maximum acoustic rating reasonably possible, with particular attention paid to the low-frequency vibrations transmitted via the viaduct. This process has informed the design of the walls and cladding.

The temporary homes would create a small community supported by the services provided in the 'Village Hall', which would become a central hub and training and mentoring facility for residents, as well as for community events and day-to-day social gathering. The Village Hall would comprise 6 no container units, 5 of which form the internal space. The sixth container would provide sheltered external amenity space.

The site would be landscaped to facilitate wider communal activities and amenity areas including: resident-managed allotments; games and sports areas; external relaxation and dining; and flexible training and outdoor activity areas. These spaces would be set within individual railway arches. The external public realm would comprise the following:

- Embassy Waterside (to the north of the site) - intended as a reflective seating space;
- Bridgewater Gardens (to the south of the site) - a space for residents to interact;
- A central 'street' connecting the residents' properties and the more social community zones;
- Smaller seating areas that allow slightly more privacy and sense of ownership are proposed surrounding the residents' homes aimed at providing a welcoming and safe atmosphere; and
- Planting along the canal to include containerised trees and planting beds or 'rain gardens'.



An Operational Management Strategy submitted in support of the application includes a Framework Water Safety Plan.

Residents would be provided with support facilities to secure employment and eventually to resettle in private rented accommodation. The accommodation would only be available to male residents for the following reasons: having residents of the same gender makes enforcement of the management strategy manageable; men make up the largest cohort of homeless people in Manchester and are lower on the

priority list for Local Authority accommodation. As such, focusing services on providing for men initially is where the applicant believes they can have the biggest impact.

Residents would be required to engage in Embassy's training programme for key skills, eg budgeting and money management and cooking. It is intended that the combination of a safe, consistent place to stay enables them to gain confidence and independence, build up physical and mental resources, address the issues that have kept them on the street and access work and housing opportunities.

Residents would pay rent supported by housing benefit. This should also generate longer term benefits such as improving overall wellbeing, giving back, independence and providing mentoring to encourage resettlement. The Embassy charity would continue to work with their corporate partners to provide opportunities to employ residents who stay with them, allowing them to save a deposit and be guided through the process into private rental accommodation.

Residents would not be allowed to have visitors to the accommodation pods. The development would be run as a 'damp' site regarding alcohol, which means that residents can enter Embassy Village if they have had a drink but there is no alcohol allowed on site. The charity has successfully operated this system since the outset and found it to be realistic and effective. Everyone entering the site would be searched as part of Embassy's management and security model.

The site would be staffed during normal office hours by the presence of Embassy staff. The staff accommodation pod would provide overnight accommodation for one person who would permanently live on the site to provide staffed presence outside normal office hours. The live-in staff would be able to monitor access into and out of Embassy Village and enforce behavioural rules within the site, such as quiet times.

The site would operate a strict management policy which includes a zero-tolerance policy of drug and alcohol consumption onsite. There would be strict rules on minimising noise after hours and ensuring cleanliness across the site and residents would not be able to receive visitors to site without prior approval. As Embassy operates as a housing provider rather than a shelter, potential residents would be interviewed and triaged. Only those who are ready and keen to work and improve themselves would be offered accommodation at the development.

The operating model gives residents responsibility for their own space, care of communal areas and access to their own cooking facilities and a communal kitchen. This would mean that their living space dovetails with the stepping stones set out in their training programme, including setting a meal plan, developing their cooking skills, care for their own needs and managing a budget.

Whilst the temporary accommodation pods would not be wheelchair accessible, all areas that can receive visitors, including the communal areas, the staff accommodation and the Village Hall would be fully accessible.

Part of the Hulme Lock Branch Canal wall is in the site boundary and is the subject of the Listed Building Application being considered as part of these proposals. Due

to the layout and topography of the site, some of the surface water drainage is adjacent to and within the canal wall. A drainage channel would need to be dug parallel to the canal wall for a small section to the east of the site. The depth of the drainage channel would be between 500mm and 800mm. A drainage outfall would be provided in the south western corner of the site within the canal wall. The outfall would be submerged at a depth of 24.95m (the water level is at 25.20m). The exact location of the drainage outfall will be determined following site investigation works, and in full consultation with MCC.

In support of the application the following is set out within the submission:

- The proposed development has been designed taking into consideration the pressures of homelessness in Greater Manchester and presents a unique and valuable opportunity for the Embassy Charity to continue its work and operations in one location; providing men who have experienced homelessness or who are at risk of homelessness with private residential accommodation as well as structured training, mentoring and access to work opportunities;
- It is not unusual for single homeless people to have no other option than to spend years in shelters before local authority housing becomes available. Embassy's approach is to reintegrate vulnerable people back into society by helping them find work and a home of their own, reducing pressure on local councils;
- Embassy is looking to be a staging post for those keen to learn to manage a budget and a home and get into full time work. Embassy's aim is to reintegrate homeless men into the work force and private sector housing without the need to rely on benefits. As well as saving society money, it is about improving the self-esteem and life chances of men who have longed to get on their feet and contribute to society again;
- Embassy works hard with their residents to build their confidence and life skills so they can contribute to society again;
- Embassy operates as a housing provider rather than a shelter and all potential residents are interviewed and triaged. Only those who are ready and keen to work are offered accommodation;
- Within the development, vulnerable people would be housed and then surrounded by the support and training they need to leave the cycle of homelessness;
- The location benefits from excellent pedestrian and cycle access to Manchester City Centre, providing easy access to supporting services and employment opportunities.
- With homelessness across the UK and Greater Manchester rising and estimates of over 5,500 homeless people across Greater Manchester alone, the Embassy Village has the potential to become a major force for good in Greater Manchester's fight to end homelessness;
- The development of this land would benefit the local area and residents following a clean-up and the introduction of a high quality architectural and landscaping proposal and positive, managed community activity;
- A modular approach could allow for the gradual growth of the scheme as funds are raised over time, with minimal disruption caused by installation of pre-fab pods;

- The charity Embassy has a significant track record and positive experience operating a successful resettlement programme of a similar nature and have a wealth of experience and knowledge will ensure the smooth running of operations;
- The development is the next stage in providing accommodation and supporting services to its residents and the charity would implement its experience and management measures that are tried and tested to ensure successful management. With Embassy's experience and proposed management measures, they are confident that their comprehensive and 24/7 site management strategy will successfully mitigate any security concerns;
- Within the proposed Operating Strategy, illegal activity would not be tolerated, and all staff are trained in safeguarding measures. Any attempts to buy or sell or use illegal substances at the development would lead to a resident losing the accommodation. Theft and vandalism would also not be tolerated. There are also provisions regarding discrimination and violence. The Charity upholds a culture where people are not victimised based on difference of race, religion, sexual orientation or any other reason. There would also be provisions in tenancy terms to address repeated undesirable and anti-social behaviour which affects other residents or staff or the facilities.

Consultations

Publicity - The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 18 neighbours have objected to the planning application and 43 members of the public support the application, as follows:

Support

No one should have to sleep on the streets and it could happen to any one of us.

This project could be a pilot for the UK.

This is an excellent model that will help to meet a need, create a shorter route out of homelessness, break the cycle of long term homelessness, unburden the Council's housing waiting list and create huge savings to the public purse and the NHS. With the increase in homelessness following Covid, now is the time to find innovative and brave solutions.

The routes for homeless people either through the Council or charities are oversubscribed and this project will provide much needed extra capacity. There is a shortage of council housing in Manchester and the homeless are placed in poor housing conditions.

It will provide safety, security, support, someone to listen, a sense of belonging for homeless people and a community ethos. Crucially it includes teaching life skills, how to manage a home and getting people back into employment, with Embassy having agreements with 14 corporate partners.

The Embassy Bus had a real impact on homeless people's lives and the Village can go further. It is well thought through and will have a real lasting impact on peoples' lives.

Embassy is well staffed, well maintained, well managed and effective.

This is a great use of land under the arches that is not being utilised in any good way and is currently an eyesore. The design is a new, fresh and creative one that would compliment the surrounding area.

Objections

Noise – The proposal would create a noise nuisance to existing residents. The purposed seating and communal areas are adjacent to block 1 of St George's Island, creating noise disturbance. On hot nights would the accommodation be bearable or would residents congregate in the outdoor communal area as they cannot sleep? Residents would congregate outside a lot due to the dark small living quarters.

Noise and vibration – The Noise Report assumes consistent noise levels throughout the day and night, but the noise of trains at night is much noisier when very long heavy freight trains use the rail network. Is it fair to expect people to sleep under train and tram tracks when the trains would vibrate the pods? Sirens from ambulances also cause disturbance at night and there is heavy traffic noise on Regent Road.

Crime, Security & Anti-social behaviour – One on-site live-in member of staff does not seem to be enough to prevent anti-social behaviour and people gaining access to the site who could cause problems. There needs to be a high ratio of staff to ensure risks are appropriately addressed.

There are no details of what form the Zero Tolerance approach would take and how it would be enforced. What happens if a resident is refused access? Would they be left to remain in the local neighbourhood for the night, which is concerning if they are under the influence of drugs/alcohol? The Zero Tolerance policy on drugs on site would result in residents loitering and taking drugs in the surrounding area, leading to crime and anti-social behaviour.

It could create a focal point for homeless people to congregate and an increase in rough sleeping and anti-social behaviour in the area if people arrive trying to get a bed.

The surrounding area is inadequately lit.

There is enough anti-social behaviour already in the area with gangs on bikes, muggings, drug dealers, knife crime, noise and disturbance from inebriation and the effects of drugs, car break-ins and windows of apartments being smashed – the proposal could lead to an increase in this.

There will be an increase in St George's Island being used as a thorough-fare and therefore an increase in petty crime at St George's Island, something that is already a problem. Additional policing should be provided on the canal towpath.

People or goods could cross the narrow canal to St Georges Island.

Lots of beggars in the City Centre follow people and are intimidating.

Many female residents are concerned with the proposition of a site containing 40 men so close to their homes.

Residential balconies, where people wanting to bring up young families live, would be less than 20 metres away from the site where 40 homeless men with their associated problems would be housed.

The Crime report is misleading as it is based on the last 12 months when the public was locked down so does not show the true crime statistics.

If crime increases in the area as a result of the site, will the project be pulled?

Lack of Curfew

Why create a separate charity rather than working through the meaningful initiatives to create long term solutions to homelessness in a strategic way that the City Council leads? The City already operates the GM Housing First project, which is homing vulnerable people in proper housing with a proven supporting social care infrastructure. The proposal is for shipping containers under noisy railway arches, effectively creating a privatised flavela.

Question the business model and funding:

Zero tolerance to drugs and alcohol – recovery includes cycles of relapse so what will happen to the service user if they relapse? Where will they go? Will support simply stop?

The 24 hour warden service would require at least 6 full time members of staff, which would be expensive.

6 month tenancy is very short and 6 hours of 1:1 counselling support is only just adequate and would be expensive.

Funding - Assuming the project is funded on rental incomes paid via housing benefit, the initial investment and promised services will be very expensive meaning pressure to have the shipping containers fully occupied.

When someone gets paid employment the housing benefit paid directly to the housing provider tapers off sharply – how will the charity break the cycle of benefits if it is reliant on housing benefit and support income to fund the project and support costs? With the post Brexit and Covid period of economic hardship, corporate funding may come under pressure. How would the site maintain its funding?

Given the above, would there be a steady supply of homeless people willing to enter a zero tolerance project? In order to recoup the investment would the zero tolerance policy be relaxed or service delivery costs cut? What would the Council put in place to ensure that regular audits are in place to ensure that the promised standards and services are maintained?

Flavelas are notoriously difficult to integrate into cities especially regarding maintenance. Manchester City Council has no experience of providing council services to a flavela or integrating it into the wider community.

If the project no longer receives funds would the residents be abandoned and no longer overseen by Embassy staff?

Not enough information on who would be eligible eg would convicted sex offenders be permitted? How would residents be vetted?

The project is sexist being a male only site with no provision for women.

Water Safety – There is no barrier from the recreational area leading directly to the canal.

Increase in activity - The development will increase activity on the canal towpath that leads to the city centre. Action should be taken to reduce traffic on the path by directing cyclists away from the path and onto the many cycle lanes.

Out of Character with Area - This experiment is best done outside the city centre on brownfield sites. This area is being heavily invested in with luxury homes alongside businesses and high-end social venues and the City Council has achieved so much in terms of regeneration of the area – the Embassy Village would be better suited to an area with an edgier aesthetic, such as the Northern Quarter. There are much more appropriate uses for this urban heritage site.

Visual Amenity – The containers do not blend in with or enhance the local area. The proposed corrugated metal cladding is not in keeping with the area and looks terrible. The development should be in keeping with Castlefield and use brick, stone, terracotta, finished concrete etc. Over time, the containers may become rusty, corroded, age badly, crumble or gather moss and the area might not be maintained and could start to look derelict.

Inappropriate to use Shipping Containers as Homes and Inappropriate Site – It is unclear where cooking, washing, toilet facilities would take place. Having clothes lines and people cooking outside would look awful and be out of keeping with the surrounding area. The use of poorly insulated metal boxes under a dark, dusty and noisy archway is not a conducive environment for achieving reform and does not give the residents any dignity. A better solution would be to integrate more affordable housing into the many developments already being built or convert the many empty buildings in Manchester, or locate the village in one of the many empty buildings or sites within the city that would be better suited to housing.

This will attract and increase the number of homeless people moving to Manchester. State wide intervention is needed not a small short-term stunt.

Loss of privacy – Trees and bushes should be planted on the Vie side of the site to help maintain the privacy of apartments.

Light pollution due to use of the external areas.

Loss of Parking - the land is currently used for communal parking, which is desperately needed in the area. This should be offset elsewhere.

Over-Development – There is a saturation of development in the area. Housing 40 individuals is too big a development in a small space.

Green Space – the site should be used as public green space, particularly given the importance of these spaces following the COVID-19 pandemic and the increasing number of young families in the area.

Wildlife, Biodiversity and Conservation – The site is a haven for wildlife with Canada geese and swans raising goslings and signets, as well as herons and other birdlife using the site. Redevelopment would threaten this biodiversity and conservation. Two swans are nesting on the bank of the River Mersey adjacent to one of the arches – these should be protected before, during and after development.

Plans should include the clean up of the archway and historic lock to the Ship Canal

Concern of Fire Risk - the St George's Island and Vie buildings are not fire safe. Also, they require extensive work to sort out the fire risk, which would have an impact on Embassy residents.

Leaseholders are already under emotional and financial strain due to the building cladding scandal and do not need further upset from this proposal.

Property values – with the building cladding issue most owners of apartments in the area are already struggling to find buyers: the Embassy Village in close proximity would make these properties even less desirable to purchasers and renters.

Consultees

Highway Services - Suggests conditions regarding electric vehicle charging, cycle storage, travel plan and off-site highway works be attached.

Environmental Health - Recommends conditions regarding construction, lighting, noise, waste, hours of outdoor pitch activity, contaminated land and air quality.

MCC Flood Risk Management - Advises that the site is now transgressed by Flood Zones 2 and 3 following a recent update to the Environment Agency flood model. Recommends conditions regarding drainage.

Homelessness Directorate - We support new homeless accommodation in the city if it meets the standards and levels of support that we would expect to see in homeless services run and commissioned by the council already operating in the city. This includes the requirements that:

- The accommodation provided is in suitable premises that balances the support needs of individuals in the accommodation with the local community.
- The accommodation is safely run and managed, and there are enough staff on site to manage and support the number of residents at all times.
- The service meets all the requirements for safeguarding of vulnerable adults, and all identified risks are assessed and managed.
- The provider has experience of delivering accommodation and support to homeless people and takes a strengths-based approach, providing tailor-made support interventions to people that will enable them to develop the skills necessary to move to independence. Staff are trained and experienced in supporting and working with homeless people.
- The service is managed in accordance with the vision and values of the Manchester Homeless Charter and the Manchester Homelessness Partnership.

Greater Manchester Police - Recommends the layout and security measures within the Crime Impact Statement be carried out.

Environment Agency – No objections subject to the mitigation measures in the Flood Risk Assessment (FRA) being carried out and conditions regarding contamination, piling and surface water drainage.

Transport for Greater Manchester - No objection in principle but Construction Management Plan (CMP) should include statements of construction and risk assessment relating to Metrolink.

Greater Manchester Archaeological Advisory Service - The proposal has no archaeological implications.

Greater Manchester Ecology Unit – Recommends a bat survey condition.

United Utilities Water PLC - Recommends conditions regarding drainage.

Manchester Water Safety Partnership - In addition to the proposed management plan the Water Safety Impact Statement & Risk assessment should be completed and the findings implemented and reviewed annually. One staff member overnight should be reviewed. The "What Three Words" location app should be used to help overcome the lack of address and postcode in the initial stages of operation.

Network Rail – No objections in principle.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 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 (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 40 homes for vulnerable people to a sustainable location. It would provide temporary accommodation as a stepping stone to getting homeless people back into work and housing.

Section 6 - Building a strong and competitive economy - The proposal would help to get homeless men back into work.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route in a location that is well connected and close to local amenities and services.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and would include measures to integrate it into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange, the Cornbrook tram stop and bus routes.

Section 11 (Making Effective Use of Land) – This high density development would provide homes on a brownfield site, safeguard and improve the environment and ensure safe and healthy living conditions for homeless people.

Section 12 (Achieving Well-Designed Places) - The proposal would bring the area back into use and be designed to integrate into the site.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The majority of the site is within Zone 1 of the Environment Agency flood maps, with a small area of the site along the northern boundary falling within Flood Zones 2 and 3. A Flood Risk Assessment has assessed the risk of flooding and any mitigation and this is discussed later in this report.

Section 15 (Conserving and enhancing the natural environment) – Reports on ground conditions, noise and the impact on ecology demonstrate that the proposal would have no significant adverse impacts on the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC8 (Change and Renewal),

CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), H10 (Housing for People with Additional Support Needs), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and would help to bring homeless people back into housing and work. It is in a highly accessible location near to jobs and would support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 40 temporary homes in a highly accessible location, near to jobs, in a sustainable location. It would address demographic needs and support economic growth.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would minimise emissions, ensure efficient use of natural resources and re-use previously developed land. It would improve access to jobs, services, education and open space by being located to reduce the need to travel and having good access to sustainable transport provision.

Policy CC3 Housing – The area is suitable for housing.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality. It would have adequate parking provision for cars and bicycles.

Policy CC8 Change and Renewal – The scheme would contribute to the promotion and improvement of the social, economic and environmental well-being of Manchester.

Policy CC9 Design and Heritage – The design would be appropriate in its context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposal would provide housing and support for homeless people and the site and communal buildings would be accessible.

Policy H1 Overall Housing Provision - The development would provide supported housing within a sustainable location.

Policy H10 Housing for People with Additional Support Needs – The scheme would enable people with additional support needs to maintain an independent lifestyle and would support the work of housing associations and other agencies. It would not lead to an over-concentration of supported housing in this area.

Policy T1 Sustainable Transport – The development is in a sustainable location close to public transport routes and would encourage a modal shift to sustainable modes.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal would enhance the character of the area, bringing a neglected site back into use.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes landscaped amenity areas, adding to the network of green spaces and allowing for adaptation to climate change in an urban area.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. The proposal would incorporate an appropriate drainage system.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- 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 application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The proposal would not have an impact on archaeological interests.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and can be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This 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 given to 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. If a proposed development does not comply with the design principles a robust justification should be provided. This is discussed further below.

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. The proposal would provide supported housing for homeless people, providing an important stepping stone to getting people into permanent jobs and housing, supporting the City Council's growth priorities.

Our Manchester Strategy 2016-2025

The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy

sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

The Our Manchester Strategy commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would bring a waterside site back into use, providing amenity space for residents adjacent to the canal and would include a landscape scheme.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;

- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, including investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

Section 66 of the Planning (Listed Buildings and Conservation Areas) 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.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the 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.

Section 17 of the 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.

Principle of the Proposed Use

Homelessness in the UK and in Greater Manchester is growing. Within Greater Manchester, extensive work is being undertaken to end homelessness in the region. Across Greater Manchester 5,564 people are homeless, a number which has increased over the past five years. The applicant has developed a model for reducing homelessness based on providing access to safe, personal spaces in residential accommodation where people can be supported and trained to live independently and be reintegrated back into work and private housing without the need to rely on benefits. The development would create homes that meet the needs of the community, particularly in response to the prevalence of homelessness in the City Centre, and Greater Manchester. It would support the creation of a safe and healthy community, by addressing and responding to the local health and wellbeing needs of vulnerable members of the community.

Castlefield is an area that is designated within the Core Strategy as being suitable for housing. However, the proposal is for temporary housing for homeless people with additional support needs and it would therefore be subject to compliance with Core Strategy policy H10 'Housing for People with Additional Support Needs'. The scheme would enable people with those needs to maintain an independent lifestyle and would support the work of housing associations and other agencies. The scheme would be an additional resource to the supporting services already in place in Manchester. The applicant proposes to set up a working group with representatives from the relevant departments at MCC and with Embassy to inform the detailed design and operation of the development to ensure full integration with existing services and to ensure it meets the Homelessness Directorate's requirements.

The area within which the site is located does not have a high concentration of similar uses and it is considered that the proposal would not put disproportionate stress on local infrastructure such as health facilities. Embassy interview and choose their residents based on their willingness to engage in the scheme of training and only offers accommodation to those who are ready and keen to work and improve themselves. The charity would operate a strict management policy which includes a zero-tolerance policy of drug and alcohol consumption onsite. There would be strict rules on minimising noise after hours and ensuring cleanliness across the site and residents would not be able to receive visitors to site without prior approval.

The proposal would promote social inclusivity by enabling its residents to participate equally in society whilst supporting them to live independently, thus allowing them to integrate with the existing Castlefield and Hulme communities. The development would promote a sense of ownership for residents by having single occupancy dwellings with their own front doors opening out onto a courtyard. Communal amenity spaces and facilities would help to foster a sense of community and promote social integration, whilst the compulsory training programme would support residents in getting back into work.

The proposal would bring this vacant site back into use. Amenity spaces and landscaping would improve the appearance of the site whilst bringing vitality and an active frontage to the canal.

In view of the above, it is considered that the proposal would be in accordance with policy H10 of the Core Strategy and the NPPF.

Urban Design and Visual Amenity

The site is disused and has been subject to anti-social behaviour, giving it a run down appearance. The proposal would bring forward a positive use, which would tidy the area up and result in a maintained space with activity and vibrancy. The accommodation would be located beneath the railway arches, with amenity space in the open areas by the canal. This would maintain the built form of the site, with the shipping containers located in a more discreet position. The shipping containers would be clad in a profiled metal, which should be agreed via a

condition. Conditions should be attached to control the landscape including surfacing materials, planters, lighting etc.

Heritage

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to approve 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. 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 proposal.

The applications are supported by a Heritage Statement that assesses the effect of the proposal on designated and non-designated heritage assets. The site is in Castlefield Conservation Area and the following 8 designated heritage assets are within 250m of the site:

- Worsley Mill (Former Canal Flour Mills)– Grade II;
- Churchyard Walls, Gate Piers and Gates at Church of St George – Grade II;
- Church of St George – Grade II*;
- Former Albert Mill – Grade II;
- Hulme Lock Branch Canal – Grade II;
- Bridgewater Canal Basin – Grade II;
- Castlefield Railway Viaduct from G-Mex to Dawson Street – Grade II; and
- Manchester South Junction and Altrincham Railway Viaduct – Grade II.

Hulme Lock Viaduct forms part of the site and Talbot Mill lies approximately 175m from the site boundary, both of which are non-designated heritage assets. The proposal would have physical impacts on the Grade II listed Hulme Lock Branch Canal. The works involve the installation of infrastructure for the surface water drainage adjacent to and within the canal wall. An outlet would be installed in the canal wall below the water level. Areas adjacent to the coping stones would be treated with surface level materials to avoid the need to disturb below ground structures. The works to the canal would be minimal and, given that the canal wall has already been modified (having been raised in height in 1962), would not have a detrimental impact upon the character or appearance of the listed structure.

In terms of the setting of the listed canal and locks, the development would generate vibrancy and create an active frontage to the canal. This could encourage more people to walk on the opposite side of the canal, along the existing Bridgewater Canal Towpath, due to increased natural surveillance and enhanced feelings of safety and comfort. The proposal would deliver heritage benefits due to the

increased appreciation of this listed asset in this location. By improving the condition of the site, the development would create enhanced views of the asset, particularly from the southeast and southwest. The buildings within the viaduct arches would be set back from the canal front and not detract from the asset.

The proposal would not detract from the settings of other heritage assets, particularly as the built form is set back underneath the viaduct arches.

This part of Castlefield is characterised by transport infrastructure, including the canal and river network over-layered by substantial railway viaducts. The proposal would improve the condition of the site and would maintain the character of the large imposing viaduct structure adjacent to the open nature of the canal by siting the built form underneath the viaduct arches. The materials would reflect the industrial character of the area.

Given the above, it is considered that the proposal would maintain the character and appearance of Castlefield Conservation Area and would have a neutral impact on the settings of nearby listed buildings and other heritage assets. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, policies CC9 and EN3 of the Core Strategy, saved UDP policies DC18 and DC19 and section 16 of the NPPF.

Amenity

The impact upon amenity through noise has been considered and an acoustic report provides details of how the premises would be acoustically insulated to achieve noise and vibration levels within the accommodation that would be acceptable. Conditions should ensure adequate levels of acoustic insulation is provided to the accommodation and village hall, and to control the use of external areas. The pods have been designed to meet the relevant overheating criteria to ensure the internal conditions are suitable.

The separation distances that would be achieved between the accommodation and the nearest residential buildings would be at least 20m (26m to St George's Island and 24m to Vie), which is considered to be adequate, particularly in a City Centre location. The potential for overlooking is also limited by the pods being located beneath the viaduct and existing foliage.

Residents would be vetted by Embassy and they would have strict protocol on how the site is managed. This should form part of a condition to ensure that impacts on residential amenity through anti-social behaviour or noise would be adequately controlled.

Given the above, it is considered that the proposal would not have an adverse impact on the amenity of the area and is consistent with Section 8 of the NPPF, policies SP1 and DM1 of the Core Strategy and saved policy DC 26 of the UDP.

Residential Space Standards

The pods do not meet national space standards for a typical one bed one person studios. However, the proposal is to provide high quality short-term temporary accommodation for homeless people, which can be offered at low cost whilst they find a permanent housing solution. The accommodation would be intermediary for up to 2 years, with most residents staying for 4-12 months. Each accommodation pod would be for single occupants only and would be self-contained, providing essential amenities, including an en-suite, open plan kitchen, dining, living, storage and bedroom space. Residents would not be allowed guests in the pods so there is no requirement for the accommodation pods to provide 'hosting space'. The proposal includes extensive internal and external amenity space, giving residents access to a broad range of amenities and facilities in addition to their own private accommodation. This equates to approx. 67 sq. m per resident, well in excess of the 5 sq. m recommended in the Manchester Residential Quality Guidance. Given the above, it is considered that, in this instance, the accommodation is acceptable.

Sustainable Design & Construction

An Environmental Standards Statement and Energy Statement show that the proposal would incorporate sustainability measures, including energy efficiency and environmental design. The energy strategy is driven by a fabric-led material specification, along with high quality design and construction standards to improve the energy efficiency of the building. The development would be designed in accordance with the principles of the Energy Hierarchy in line with Policy EN4 of the Core Strategy. It would significantly improve upon the current Part L2A (2013) compliance standards in accordance with adopted Policy EN 4 and EN 6, using high efficiency heat pumps to meet the heating demands for all units within the scheme. This strategy, combined with a high-quality fabric and servicing design, would secure a 16.8% Building Emission Rate (BER) reduction over Part L2A (2013).

Crime and Disorder

The site gives a rundown feel to the area. The proposal would overlook frontages and would enliven the street and canalside and help to provide natural surveillance. The site will be operated by Embassy's team who would work with residents to ensure safe and cohesive management of the activities on site and provide 24-hour monitoring. All the residents would be paying tenants and the site would operate a strict management policy including: zero tolerance of drug and alcohol consumption onsite; strict rules on minimising noise after hours and ensuring cleanliness across the site; and residents would not be able to receive visitors to site. A site reception pod would be at the entrance, which would provide site security/access control and house residents' post boxes.

A Crime Impact Statement (CIS) carried out by GMP considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached to any approval, requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Highways and Relationship to Transport Infrastructure

The site is close to bus routes and bus stops, as well as Deansgate tram and train interchange and Cornbrook tram stop. There are good pedestrian and cycle links. The four car parking spaces would not have an impact on local highway safety or operation. Given the above, it is considered that the proposal would be in accordance with Section 9 of the NPPF and policies CC5 and DM1 of the Core Strategy.

Waste Management

Two bin stores would be provided. One for the residential accommodation would provide space for: general refuse 4x1100L bins and 1x240L bin; pulpable recycling 2x1100L bins and space for one more; mixed recycling 2x1100L bins and space for one more; garden waste 2x1100L bins and space for one more; and food waste 1x240L bin. The commercial bin store would serve the Village Hall providing: general refuse 1x1100L bin and space for one more; pulpable recycling 1x1100L bin and space for one more; mixed recycling 1x1100L bin and space for one more; and garden and food waste 1x1100L bin and space for one more. Embassy staff would be responsible for moving the bins to and from the collection point on collection day with servicing via the access ramp from Egerton Street.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation.

Subject to the above, the proposals would be consistent with sections 8 and 15 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Full access and Inclusive Design

All access to the site would be via the main entrance off Egerton Street and access would be controlled so that no one can enter the site without Embassy staff letting them in, in line with Embassy's risk assessment criteria and management strategy. Level access would be provided to the front of the reception pod with steps down into the site from the rear of the pod. Due to the slope of the site at this point and the position of existing steps into a cold store, it is not possible to provide level access to the rear. Access to the site for those unable to use steps would be via the main gates adjacent to the reception pod. This access into the site from the gates is via the existing access road at a gradient of 1:14. The process for access via the main gates would be managed via the reception pod where Embassy staff would open and close the gates and a bell would be provided should staff not be in the pod to assist.

The accommodation pods would have a small step at the entrance due to the raised floor level of the shipping containers. Embassy does not anticipate demand for

accessible accommodation as their referrals mainly come from groups that do not qualify for help from local authorities. Wheelchair users would fall into the groups Duty of Care/Statutory Care/Priority Given that are given the support they need from the local authority and Embassy does not receive referrals from this group. Notwithstanding this, the site does include provision for those with reduced mobility. Half of the accommodation provision is at ground floor level with one small step into the pod and the communal areas of the site are accessible. The Village Hall would have a demountable ramp and an accessible WC and shower room, which would be available if required for a temporary period (e.g. if a resident breaks their leg).

Given the above, it is considered that the proposals would be consistent with the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy

Flood Risk and Sustainable Drainage Systems (SuDS)

The site is predominantly within the Environment Agency's Flood Zone 1 with areas of Flood Zone 2 and 3 along the northern boundary. Although the accommodation pods could be classed as a 'highly vulnerable' type of development, they would be wholly located within Flood Zone 1 where 'highly vulnerable' development is deemed to be appropriate. The proposal is supported by a Flood Risk Assessment that sets out mitigation measures for dealing with flood risk and these should be conditioned as part of any approval. Conditions relating to the use of SuDS should also be applied.

Given the above, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. A condition requiring a construction management plan should be attached to ensure there are no adverse impacts on the adjacent water courses or habitats and fauna during the construction period. The proposal could enhance the ecology and biodiversity of the site through the introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the NPPF, and policies DM1, EN9 and EN15 Core Strategy.

Green and Blue Infrastructure

The proposal would bring this area adjacent to the canal and river back into use, providing living and amenity space adjacent to the waterways, as well as soft landscape. A Framework Water Safety Plan has been prepared and a full Water Safety Plan will be prepared in consultation with the Water Safety Partnership. This will detail measures to prevent accidental falls into waterways and measures to help people get out if required.

Air Quality

An Air Quality Assessment considers that the development would not be at unacceptable risk from air pollution and a condition ensuring adequate air quality is maintained for residents should be attached to any approval.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The external amenity spaces would enhance green infrastructure and improve biodiversity and wildlife habitats. Opportunities to enhance and create new biodiversity, such as bat boxes would be required via a planning condition.

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO₂ emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. High efficiency heat pumps would meet the heating demands for all units. This strategy, combined with a high-quality fabric and servicing design, would secure a 16.8% Building Emission Rate (BER) reduction over Part L2A (2013).

The majority of journeys to the site would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO₂ emissions. Cycle parking would be provided.

Overall, the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO₂ reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Response to Neighbour Representations

It is considered that the majority of comments have been addressed in the report. However, further comments are provided below:

Crime, Security & Anti-social behaviour – The village would be supported housing rather than a homeless shelter. Embassy have a management strategy that would be conditioned and residents risk losing their place in the scheme if they breach the rules. A specified member of the Embassy team would act as a single point of contact for local residents should any problems arise.

Question the business model and funding - Residents who relapse into addiction would be referred to other appropriate services. A full business plan has been prepared to ensure the funding of the construction and operation of the development can be appropriately secured and maintained. On-site staff provision is considered to be adequate.

The selection process involves referrals followed by interviews. Having residents of the same gender makes enforcement of the management strategy manageable; men make up the largest cohort of homeless people in Manchester and are lower on the priority list for Local Authority accommodation, so this is where the village can have the biggest impact. Embassy are looking at similar provision for other gender/social groups in the future.

Increase number of homeless people moving to Manchester; state-wide intervention needed – The village would support services already available in Manchester.

Light pollution – There would be a lighting strategy with lighting controlled via photocell timeclock arrangement.

Loss of Parking - the land is currently vacant, not used for parking and suffers from anti-social behaviour.

Over-Development – The density of development is considered appropriate and the proposal would have adequate amenity space.

Green Space – the proposal would improve the site and would not result in the loss of greenspace.

Clean up of archway and historic lock – The proposal would improve the environment of the site.

Fire Risk works to adjacent buildings – it is assumed any works to address fire risk on adjacent buildings would be carried out in accordance with usual construction management measures to minimise local disruption.

Property values & Local Neighbours – The effect on property value cannot be taken into account in planning decisions. The proposals would support the wider socio-economic objectives of Manchester and Greater Manchester and enhance the visual appearance and townscape. The proposal would support the local economy by seeking to reduce long term homelessness and provide residents with access to work opportunities.

Conclusion

The supported housing would be in accordance with national and local planning policy. It would make use of a site that has a negative impact on the area and would maximise the potential of the site in an acceptable manner. It would provide much needed accommodation for homeless people, providing them with training and support to enable them to enter employment and long term housing. It is considered that the proposal can provide adequate temporary accommodation and that issues of noise, waste, access, flood risk and contaminated land can be dealt with via conditions.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community

Strategy, as well as the national planning policies contained within the National Planning Policy Framework, and should be approved.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 **129923/FO/2021 - TEMPORARY APPROVAL**
 129924/LO/2021 - APPROVE

Article 35 Declaration

129923/FO/2021 - 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 discussions about the form and design of the development, heritage issues and access.

129924/LO/2021 - 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 listed building consent. This has included discussions about the form and design of the development and heritage issues.

Conditions to be attached to the decision

129923/FO/2021

1) The permission hereby granted is for a limited period only, expiring on 2 August 2026 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 3 months in accordance with a scheme previously approved and timetable of implementation to be submitted to and approved in writing by the City Council local planning authority before this permission expires.

Reason - The use hereby approved is of a temporary nature only and in order to allow the City Council the opportunity to reconsider the ongoing appropriateness of this use beyond five years, pursuant to Core Strategy Policies SP1, CC3, H1, H10, EN3 and DM1.

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

Drawings

149_MP_00_0000 Existing Site Location Plan
 149_MP_00_0001 Existing Site Block Plan
 149_MP_00_1200 Rev A Proposed Block Plan Ground Floor Plan
 149_MP_02_1100 Rev A Proposed Demolition Plan
 149_B1_02_2200 Proposed Typical Bedroom Pods - Ground Floor Pods
 149_B1_04_2200 Rev A Typical Bedroom Pod Elevations 1 of 2
 149_B1_04_2201 Rev A Typical Bedroom Pod Elevations 2 of 2
 149_B2_02_2200 Proposed Village Hall Plan
 149_B2_04_2200 Rev A Village Hall Elevations 1 of 2
 149_B2_04_2200 Rev A Village Hall Elevations
 149_B3_02_2200 Rev A Proposed Security Pod Plan
 149_B3_04_2200 Rev A Security/Entrance Pod Elevations
 149_B3_05_2200 Security/Entrance Pod Indicative Section
 149_B4_02_2200 Rev A Proposed Staff Accommodation Pod
 149_B1_04_2200 Rev A Staff Accommodation Elevations: 1 of 2
 149_B1_04_2201 Rev A Staff Accommodation Elevations: 2 of 2
 149_MP_04_1200 Rev A Proposed Site Elevation (North)
 149_MP_04_1201 Rev A Proposed Pod Sectional Elevations
 2596-PLA-XX-XX-DR-L-0001 Rev P02 Landscape General Arrangement
 2596-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
 2596-PLA-XX-XX-DR-L-2000 Rev P02 Softworks
 2596-PLA-XX-XX-DR-L-4001 Rev P02 Lighting Strategy
 E-001 P03 External Lighting Strategy Electrical Proposals

Documents

Design & Access Statement dated 24.03.2021 by Jon Matthews Architects;
 File Note: Consolidation of Acoustic, Ventilation and Overheating Design dated 23.03.21 by Crookes Walker Consulting;
 Air Quality Assessment dated March 2021 by Wardell Armstrong;
 Construction Method Statement received by the City Council as local planning authority on 1st April 2021;
 Crime Impact Statement dated 5th March 2021 by Greater Manchester Police;
 Environmental Standards and Energy Statement Ref: 2020.201 dated March 2021 by Element Sustainability;
 Local Labour Agreement and Commitment to Skills received by the City Council as local planning authority on 1st April 2021;
 Planning Statement dated March 2021 by Deloitte Real Estate;
 Statement of Consultation dated March 2021 by Deloitte Real Estate;
 Ventilation Statement for Panning dated 10.03.21 by Crookes Walker Consulting;

Embassy Village Management Strategy received by the City Council as local planning authority on 29th April 2021;
 Construction Management Plan received by the City Council as local planning authority on 9th July 2021;
 Environmental Noise and Vibration Study dated March 2021 by Fisher Accoustics;
 Ecological Assessment dated March 2021 by The Environment Partnership;
 Flood Risk Assessment and Drainage Strategy dated by 30 June 2021 by Curtins;
 Phase 1 Preliminary Risk Assessment dated 09 March 2021 by Curtins;
 Heritage Statement dated March 2021 by Deloitte;
 Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021;and
 Transport Statement dated 09 March 2021 by Curtins.

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

3) No development shall commence unless and until location-specific endoscope surveys for bats of any cracks and crevices in the brickwork that may be subject to repair works needed to facilitate the development are carried out in accordance with a statement to be submitted to and approved in writing by the City Council as local planning authority. Endoscope surveys must be undertaken by suitably qualified persons. In the event that bats are found, a method statement giving details of measures to be taken to avoid any harm to bats during works shall be submitted to and approved in writing by the City Council. The approved measure shall be carried out during the works.

Reason - To prevent the works from disturbing roosting bats, pursuant to Policies S06, EN15 and DM1 of the Core Strategy.

4) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

5) Notwithstanding demolition, should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

6) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

7) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal;
- and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of first occupation of the development, details of the results of the scheme shall be submitted for consideration.

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

8) Prior to the commencement of development, a detailed demolition and construction management plan outlining working practices during development (including demolition works) shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the demolition and construction management plan shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *How site run-off and waste will be controlled and managed with details of the pollution prevention measures necessary to ensure any indirect impacts on the adjacent watercourses will be avoided;
- *Wildlife-focussed lighting strategy to prevent disruption to wildlife including foraging bats;
- *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;
- *Engagement with Metrolink; and
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

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

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

9) a. Notwithstanding demolition, prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority.

b. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

10) 1. Notwithstanding the details shown on the approved drawings, prior to the commencement of development a programme for the submission of details of the landscape works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the proposed tree species including proposed size, species and planting specification including tree pits and design;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (d) Details of the proposed external furniture including seating, lighting, planters, fencing and bollards; and
- (e) Details of any external steps and handrails.

2. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

11) a) Any external lighting scheme shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority so as to:

- i. control glare and overspill onto nearby residential properties; and to
- ii. control and avoid light spill on to potential bat roost features, their exit/entry routes and adjacent watercourses (foraging/commuting corridors).

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report under part a) above. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and those measures shall be implemented in full before first occupation of the development.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation and to prevent the lighting from disturbing roosting/foraging/commuting bats, pursuant to policies SP1, EN15 and DM1 of the Core Strategy.

12) Piling or any deep foundation solution using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved detail.

Reason - To ensure that any piling or an alternative deep foundation solution does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

13) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the City Council as Local Planning Authority. In order to discharge this condition the following additional information shall be provided:

- a. A Flood Risk Assessment (FRA) which shall include:
 - Sequential test to demonstrate sequential masterplanning of the proposal.
 - Exception test to be applied.
 - Proposed mitigation in line with NPPF / Standing Advice requirements.
 - The FRA should demonstrate that sufficient consideration has been given to the potential vulnerability of residents housed in the proposed development, regarding flood risk, evacuation, access and egress during any such event.
 - The FRA shall include modelled flood levels upon which FFLs are proposed.
- b. Maximised integration of green SuDS components (utilising infiltration or attenuation);
- c. When the outfall location has been confirmed, evidence that the responsible authority(s) for the receiving waterbody have accepted the proposed flows and/or new connection must be presented. This shall include compliance with any required betterments, flow rates and velocities. An email of acceptance will suffice.
- d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- g. 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h. Hydraulic calculation of the proposed drainage system;
- i. Construction details of flow control and SuDS elements;
- j. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- k. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- l. A timetable for its implementation.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

14) No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, pursuant to paragraph 170 of the National Planning Policy Framework. To protect the underlying Principle and Secondary A Aquifers and adjacent surface watercourses.

15) 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 pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

17) a) The 'Village Hall' premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

18) a. The residential accommodation shall be acoustically insulated against noise from the nearby road network and overhead train and Metrolink lines, and any other actual or potential sources of noise, in accordance with the Environmental Noise and

Vibration Study dated March 2021 by Fisher Accoustics to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 minutes);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

Due to the proximity of the development to the train and Metrolink lines above the development it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by Fisher Acoustics and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by Fisher Acoustics shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

19) a) Before first occupation of the development the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with the Environmental Noise and Vibration Study dated March 2021 by Fisher Accoustics in order to secure a reduction in the level of noise emanating from the equipment to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to occupation of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

20) No activity on the external activity pitch/sports area shall take place outside the hours of:

Monday to Saturday, 09:00 to 21:00, Sunday, 10:00 to 20:00.

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

21) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

22) The development hereby approved shall not be occupied unless and until a scheme showing provision of safe access for disabled people, including those with mobility impairments, into the premises has been submitted to and approved in writing by Manchester City Council as Local Planning Authority. Any scheme approved in compliance with this condition shall be fully implemented before the use first commences and shall remain in situ thereafter.

Reason - To ensure that satisfactory disabled access is provided pursuant to policy DM1 of the Core Strategy.

23) The air quality mitigation measures set out in the Air Quality Assessment dated March 2021 by Wardell Armstrong and as set out on pages 22 and 23 of the 'Embassy Village - Consultation Responses 09/07/21' received by the City Council as local planning authority on 9 July 2021 shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

24) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

25) The development hereby approved shall be carried out and managed in accordance with The Embassy Village Management Strategy received by the City Council as local planning authority on 29th April 2021.

Reason - To ensure the development is managed in the interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

26) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement dated 5th March 2021 by Greater Manchester Police and the development shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

27) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

28) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

29) No part of the development shall be occupied unless and until one parking space with an electric vehicle charging point of 7KW has been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The electric vehicle parking space with charging point shall be retained and reserved for use by electric vehicles.

Reason - To ensure that adequate provision is made for electric vehicle charging, pursuant to policies EN8 and DM1 of the City of Manchester Core Strategy.

30) Facilities for the storage and disposal of waste shall be provided in accordance with the Waste Management Strategy set out in section 5.3 of the Design & Access Statement dated 24.03.2021 by Jon Matthews Architects and the Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021 before first occupation of the residential units. The facilities shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

31) Before first occupation of the development a detailed Water Safety Impact Statement and Risk Assessment shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details at all times.

Reason - In the interests of water safety pursuant to policies SP1 and DM1 of the Core Strategy.

129924/LO/2021

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Drawings

149_MP_00_0000 Existing Site Location Plan
 149_MP_00_0001 Existing Site Block Plan
 149_MP_00_1200 Rev A Proposed Block Plan Ground Floor Plan
 149_MP_02_1100 Rev A Proposed Demolition Plan
 149_B1_02_2200 Proposed Typical Bedroom Pods - Ground Floor Pods
 149_B1_04_2200 Rev A Typical Bedroom Pod Elevations 1 of 2
 149_B1_04_2201 Rev A Typical Bedroom Pod Elevations 2 of 2
 149_B2_02_2200 Proposed Village Hall Plan
 149_B2_04_2200 Rev A Village Hall Elevations 1 of 2
 149_B2_04_2200 Rev A Village Hall Elevations
 149_B3_02_2200 Rev A Proposed Security Pod Plan
 149_B3_04_2200 Rev A Security/Entrance Pod Elevations
 149_B3_05_2200 Security/Entrance Pod Indicative Section
 149_B4_02_2200 Rev A Proposed Staff Accommodation Pod
 149_B1_04_2200 Rev A Staff Accommodation Elevations: 1 of 2
 149_B1_04_2201 Rev A Staff Accommodation Elevations: 2 of 2
 149_MP_04_1200 Rev A Proposed Site Elevation (North)
 149_MP_04_1201 Rev A Proposed Pod Sectional Elevations
 2596-PLA-XX-XX-DR-L-0001 Rev P02 Landscape General Arrangement
 2596-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
 2596-PLA-XX-XX-DR-L-2000 Rev P02 Softworks
 2596-PLA-XX-XX-DR-L-4001 Rev P02 Lighting Strategy
 E-001 P03 External Lighting Strategy Electrical Proposals

Documents

Design & Access Statement dated 24.03.2021 by Jon Matthews Architects;
 File Note: Consolidation of Acoustic, Ventilation and Overheating Design dated 23.03.21 by Crookes Walker Consulting;
 Air Quality Assessment dated March 2021 by Wardell Armstrong;
 Construction Method Statement received by the City Council as local planning authority on 1st April 2021;
 Crime Impact Statement dated 5th March 2021 by Greater Manchester Police;
 Environmental Standards and Energy Statement Ref: 2020.201 dated March 2021 by Element Sustainability;
 Local Labour Agreement and Commitment to Skills received by the City Council as local planning authority on 1st April 2021;
 Planning Statement dated March 2021 by Deloitte Real Estate;
 Statement of Consultation dated March 2021 by Deloitte Real Estate;
 Ventilation Statement for Panning dated 10.03.21 by Crookes Walker Consulting;
 Embassy Village Management Strategy received by the City Council as local planning authority on 29th April 2021;
 Construction Management Plan received by the City Council as local planning authority on 9th July 2021;
 Environmental Noise and Vibration Study dated March 2021 by Fisher Accoustics;
 Ecological Assessment dated March 2021 by The Environment Partnership;
 Flood Risk Assessment and Drainage Strategy dated by 30 June 2021 by Curtins;
 Phase 1 Preliminary Risk Assessment dated 09 March 2021 by Curtins;
 Heritage Statement dated March 2021 by Deloitte;
 Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021;and
 Transport Statement dated 09 March 2021 by Curtins.

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

3) Before development commences the following details shall be submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Scaled existing and proposed layout plans clearly annotated to show the proposed works (including showing where building fabric original and non-original) would be removed, altered or concealed);

(b) Scaled existing and proposed cross sections clearly annotated to show the proposed works (including showing where building fabric (original and non-original) would be removed, altered or concealed);

(c) Scaled existing and proposed elevation drawings of all elevations affected by the proposed works (if applicable), eg where breaking through walls. The proposed drawings should be clearly annotated to show the proposed works (including showing where building fabric (original and non-original) would be removed, altered or concealed);

(d) A written specification of the works;

(e) A full architectural method statement for the proposed works.

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

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

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: 129923/FO/2021 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
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Network Rail
GM Fire Rescue Service
Manchester Water Safety Partnership

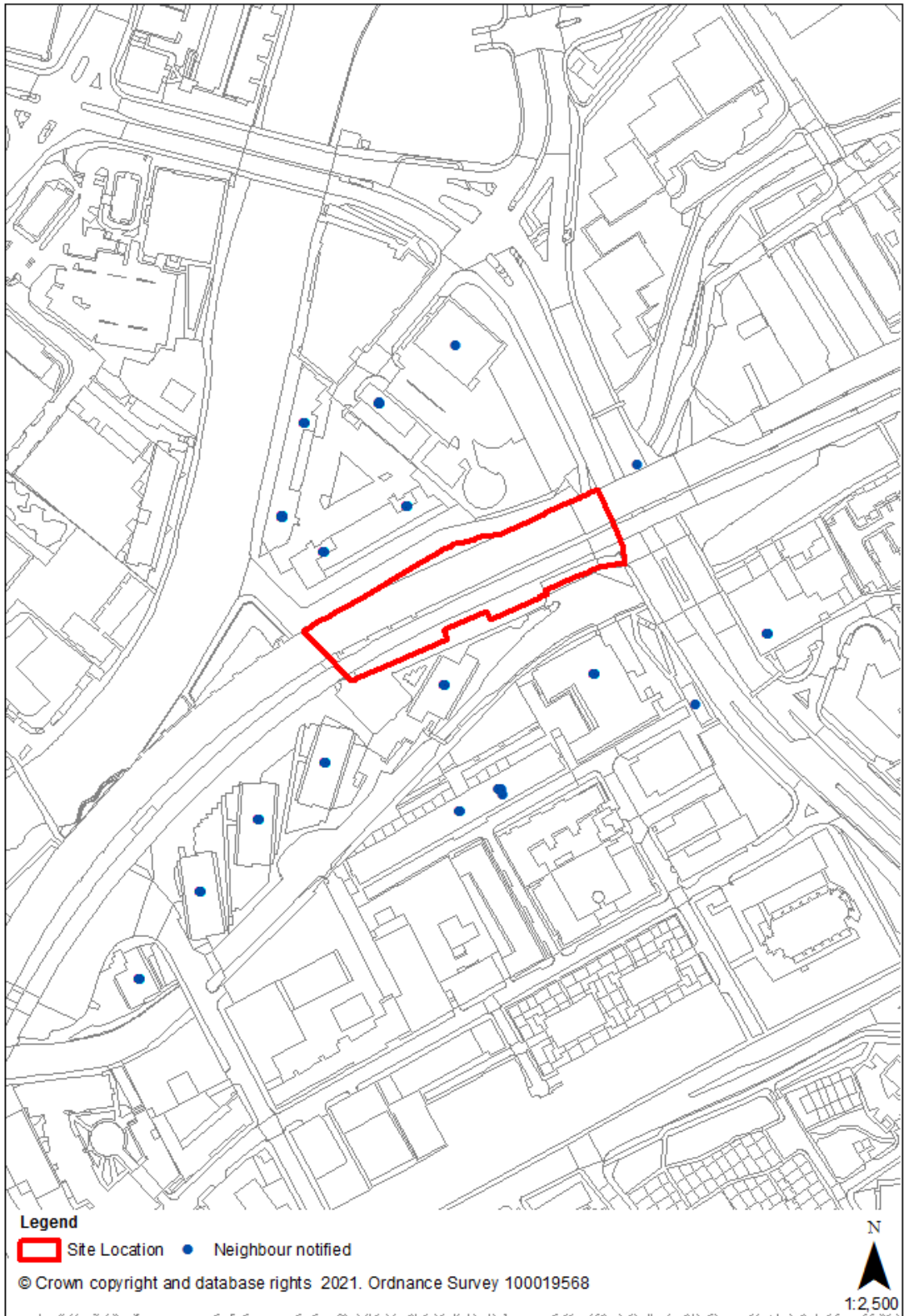
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
 Environmental Health
 MCC Flood Risk Management
 Greater Manchester Police
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service

United Utilities Water PLC
Greater Manchester Ecology Unit
Manchester Water Safety Partnership

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
129127/FO/2021	18 Jan 2021	29 July 2021	Hulme Ward

Proposal Demolition of the existing building on the site and the erection of a residential-led mixed use development within a part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses - Use Class C3), 338 sq. m. of commercial floorspace (Use Class E), car parking (11 spaces) and cycle parking (237 spaces) at ground floor level, new public realm and landscaping, access and servicing arrangements and associated works

Location Phoenix House 17 Ellesmere Street Manchester M15 4JY

Applicant Mr Gary Jackson , De Trafford, C/o Agent,

Agent Mr Tom Flanagan, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

EXECUTIVE SUMMARY

The proposal is for 237 homes in a part 11 and part 13 storey building. There would be a commercial unit on the ground floor, private amenity space, 11 car parking spaces, and 237 secure cycle spaces.

There have been 38 objections.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: A commuted sum of £250,000 would be secured via a S106 agreement for off-site affordable housing.

Height, Scale, Massing and Design: The height, scale and massing would be in keeping with the scale of development within this area. The buildings would make a positive contribution to the street scene.

Residential Amenity: It is acknowledged that the development would have an impact on the amenities of existing residents. However, the impacts are considered to be acceptable in this context and not so harmful as to warrant refusal.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location, and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 0.24ha site is rectangular in shape and accommodates Phoenix House which has little architectural or historic merit. The site is accessed from Ellesmere Street via Hulme Hall Road, is flat and in Flood Zone 1 the lowest risk of flooding. It is bounded by Ellesmere Street, Bentinck Street and Cawdor Street runs along the back of Phoenix House through the centre of the site. Bentinck Street and Cawdor Street form a 'dead end'.

The 'Roof Gardens' was completed in 2018 by the applicant and 'Sky Gardens' with 174 homes in a 13 storey building fronting Chester Road is under construction. Permission has been granted for 366 homes on land to the west subject to a legal agreement to secure a financial contribution towards off site affordable housing and towards a public park within Hulme Ward.

Britannia Mill which has been converted to residential use and permission has been granted to convert and extend Talbot Mill to create new homes. The area has been transformed over the last 20 years as contemporary apartments have been developed and older buildings have been converted into homes. A mix of uses remains in the area with warehousing, light industrial units, an auto repair centre and commercial uses.

The Castlefield Conservation Area is to the north and the following Grade II listed buildings are nearby, Albert Mill, the former Turville public house at 252 Chester Road, and 215-219 Chester Road on the southern side of Chester Road. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lies to the east towards the Mancunian Way.

The Proposal

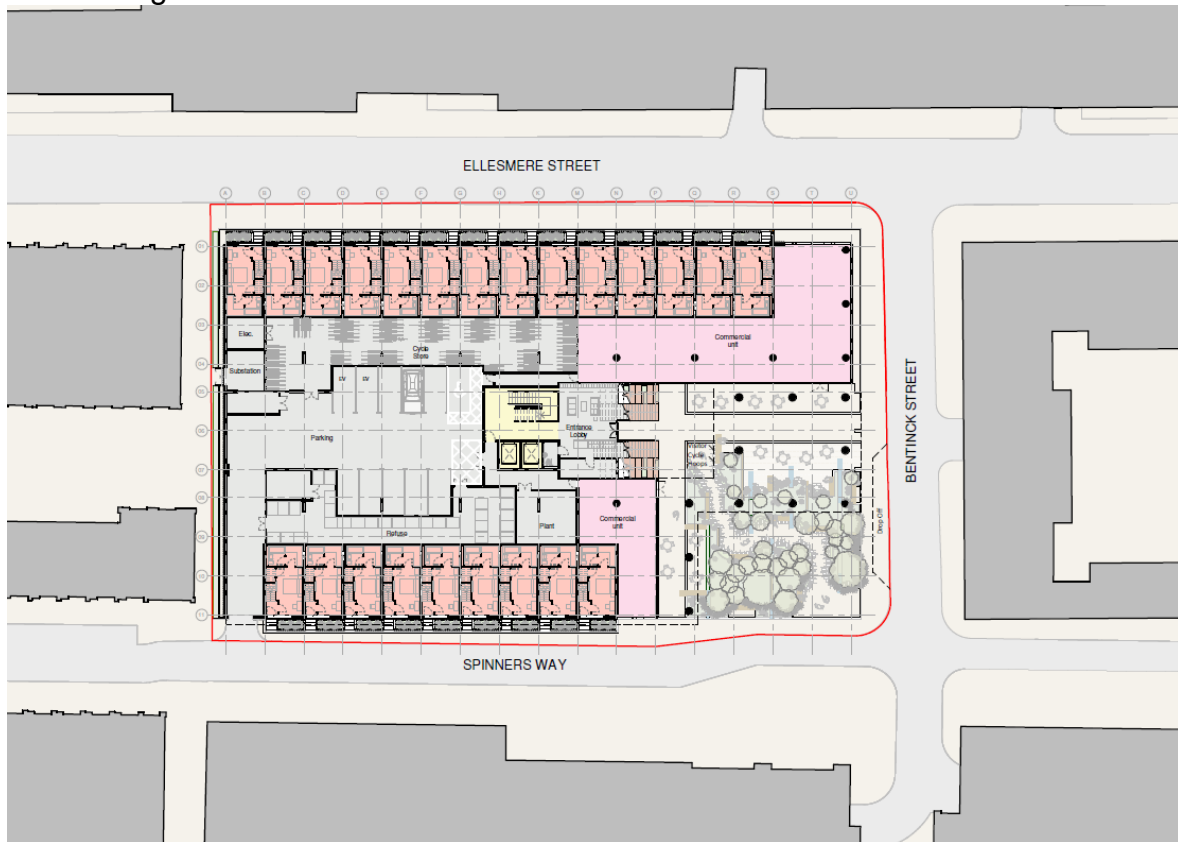
It is proposed to construct a part 11/13 storey building to deliver 237 homes (class C3) following the demolition of Phoenix Works. It would include 338 sq.m of commercial floorspace (use class E) used as: shops; financial and professional services; café or restaurant; office; clinic/health centre/creche/day nursery; Gym.

The building would be centred around two private courtyards, typical of industrial mill complexes in Castlefield. Private and shared residents' terraces would be provided across levels 9 to 11, with a landscaped public square in the south east corner. The frontage onto Ellesmere Street would be 11 storeys, and that to the newly created Spinner's Way 13 storeys. 23 duplex townhouses would be on the ground floor with commercial areas. The accommodation mix is as follows:

- 23x two bed townhouses
- 80x one bed apartments
- 122x two bed apartments
- 12x two bed duplex apartments

The proposal is the final site of the applicants Masterplan which includes a new public route through the area (Spinners Way). Vehicular access would be from

Spinners Way. The ground floor would contain 11 parking spaces and a secure cycle store for 237 spaces. The bin store and mechanical and electrical plant would be on the ground floor.



Ground Floor of the development

The ground floor refuse store would accommodate 29 x 1,100l Eurobins would be segregated for general, pulpable and comingled waste streams. The refuse stores would be maintained by the management company. Refuse vehicles would service the site from Spinners Way.

The materials include bronze cladding and pleated sandstone / concrete. This includes projecting window modules that create a working from home area. This module is bronze coloured with full height glazing. The modules are arranged in an ordered grid layout.



Visual of townhouses to street facing elevations



Ellesmere Street Elevation

A public square would be created that links into the wider masterplan. It would include dense tree, shrub and groundcover planting and corten steel metal water rills. The square would connect to cafe spaces, stepped seating areas and the main residential entrance. There would be a shared internal courtyard to the individual apartment entrances which will be accompanied by planting.

The roof level apartments would have private terraces. A shared roof terrace on the eastern block would include seating and planting allowing for a variety of uses.

The planning submission

The planning application has been supported by the following information: Design and Access Statement .
 Planning and Heritage Statement including Blue and Green Infrastructure Statement and Affordable Housing Statement.
 Statement of Community Involvement

Tall Buildings Statement

Landscape Strategy

Ecology Assessment

Arboricultural Survey

Transport Statement

Travel Plan

Noise Impact Assessment

Air Quality Assessment

Wind Assessment Report

Daylight and Sunlight Report

Phase 1 Geo Environmental Report

Flood Risk and Drainage Strategy

Environmental Standards Statement and BREEAM Pre Assessment

Crime Impact Statement

Waste Management Strategy

Archaeological Desk Based Assessment

TV Reception Survey

Demolition Method Statement

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 38 objections

have been received. The nature of the objections are summarised below:

Height scale and massing

4 storeys as existing and 13 storeys as proposed. The height would considerably affect the charm and appeal of the area. The height is more suited to Chester Road. Early plans of DeTrafford's vision for the area showed that Phoenix House was supposed to be 8 storeys. The proposal should step down by a few storeys to the more traditional properties/mills fronting Ellesmere Street. The grey brick would be out of character, in contrast and an offence to Manchester's historic Mills and the character of this area of Manchester as a whole.

Amenity Issues.

Loss of sun/light and overshadowing to Britannia Mills opposite. Only a handful of the flats within Britannia Mills are dual aspect so the vast majority affected by the proposal are not. None of the windows affected are into rooms just 3m deep, it is more like 10m. Due to the south-easterly aspect of Britannia Mills, a multi-storey building just metres away from our windows would have a particularly devastating impact, in essence blocking sunlight for the entire day. With potential for home working to increase for many, it is more important than ever that the BRE guidelines (which DeTrafford repeatedly undermine in their daylight impact evaluation) are respected and observed.

DeTrafford's own words - they have "not considered the impact [of overshadowing] in detail" so they are urged to do so. The height and scale of the proposal will dwarf the developers Roof Gardens scheme leaving much of the scheme in shadow for most of the day. There would be a substantial and unacceptable loss of privacy from the proposal on neighbouring residential buildings.

Parking Issues.

Another 237 homes is unrealistic in an area already struggling for parking and would only exacerbate the problem. The lack of parking proposed for the number of residences will further increase congestion in an already congested area.

Green infrastructure.

At the time of planning for Roof Gardens further down Ellesmere Street, plans were drawn up which suggested that Phoenix House would be turned into a public garden. This would be a better use of the space as there are few green spaces in this area.

As part of de Trafford designs there was a promise of additional trees. The only trees in this plan will be planted on a roof of a 13 storey building. Useless to 90% of the residents of the surrounding area.

Overdevelopment and disruption.

The area is already overbuilt with current and proposed buildings. Redevelopment of the area shouldn't be to the detriment of existing residents, some of whom have been here for almost 20 years. Further development on Ellesmere St is not justified right now. Residents should be given a chance to live in peace without more noise and disruption for a few years to come. There are not enough services around

Castlefield to support the construction of so many apartment blocks in the area. There is one McColls shop and one bar/restaurant.

The proposal represents unacceptable over-development. There is a need for sustainable housing and town houses that are suitable for families in the city centre. We need to build communities, not magnets for private landlords and overseas investors.

Impact on Heritage Assets.

There would be an adverse effect from the development on the character of the neighbourhood and the setting of Listed Buildings. Castlefield, and Ellesmere Street in particular, is home to several historic, Grade II listed mills and local heritage assets. High-rise blocks (which rarely age well) will be out-of-place, out-of-character eye sores. The proposal will be overbearing in the area approximately 4 times higher than the existing historic Mills and Castlefield conservation area.

Other Uses.

The current building could be better used as a local community centre. A space for people to hire and rent and to foster a community. This will have far less environmental impact than a demolition and a creation of a new unnecessary structure.

Consultees

MCC Flood Risk Management Team: No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

Environmental Health: Recommends conditions relating to a Construction Management Plan, fumes/odours, commercial opening hours, servicing hours, acoustics (commercial, residential and plant), waste management and air quality.

Arboricultural officer: No objections subject to conditions regarding implementation of landscape strategy.

Greater Manchester Archaeological Advisory Service - Recommends that the archaeological interests on the site should be secured by a planning condition.

Environment Agency: no objection subject to conditions.

Greater Manchester Police - No objections subject to implementation of recommended mitigation measures, to be secured by condition.

National Air Traffic Safety (NATS) - No objections.

Manchester Airport Safeguarding Officer - No objections but recommend an informative to advise the applicant to follow the guidance for cranes and tall equipment.

United Utilities Water PLC - No objection subject to conditions regarding drainage.

Highways – Recommended conditions regarding an updated Transport Statement, further details of vehicular, including servicing and refuse vehicles, drop off / pick up points and visibility splays, the development of a Full Travel Plan, exploration of further cycle parking provision, and construction management plan.

Issues

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3. Housing – The scheme would provide 237 homes in a highly accessible location and meet demand for housing, near to employment, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires homes for prospective workers.

SO5. Transport – The development would be highly accessible and reduce the need to travel by private car and make the most effective use of public transport. The use of sustainable transport would improve connectivity and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would help to protect and enhance the natural and built environment and use natural resources sustainably to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and bring forward homes to support economic and commercial development. It would be close to sustainable transport provision and create a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – This is key location for new homes and would help to meet the overall housing targets in the Core Strategy.

Policy CC5 – Transport – The proposal would help to improve air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space which would create an active frontage and increase footfall. .

Policy CC9 Design and Heritage – The design would be appropriate to its context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of townhouses and one and two bed apartments, which would appeal to a wide range of households, The building would be fully accessible.

Policy H1 Overall Housing Provision - The development would provide new homes consistent with regeneration objectives and help to create a mixed use community. It would contribute to the ambition of building 90% of new homes on brownfield sites. The condition of the site is poor and its development would have a positive impact.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift to more sustainable measures It would improve pedestrian routes and the environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The development would enhance the character of the area. It responds positively at street level, and improve permeability. The positive aspects of the design are discussed below.

EN 2 Tall Buildings – The development would be appropriately located in the site, contribute positively to sustainability, place making and deliver regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the adjacent Castlefield Conservation Area. The quality and design of the proposal would enhance the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development seeks to achieve the CO2 emission reduction targets in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes a new public square, tree planting and rooftop gardens.

Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

Policy EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport, reduce reliance on cars and minimise emissions from traffic. .

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. .

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- Adequacy of internal accommodation and amenity space.
- 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 application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC10 Food and Drink Uses – The principle of the proposed food and drink uses is acceptable in the City Centre and the impact on amenity, servicing and access is considered to be acceptable.

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the adjacent Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that targeted trenching should be carried out to find out more about possible 19th century remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 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 (para 11). Paragraphs 11 and 12 state that:

“For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 237 homes to a sustainable location. It would have a range of accommodation sizes and create a sustainable, inclusive and mixed community. Housing investment is required as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide homes to support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposals would develop a high-quality development in a regeneration area. This would create jobs

during construction and would complement the existing community. New residents would support local facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering homes and meeting the demands of a growing economy and population. It would be in the City Centre in a well connected location and would therefore support sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as trains and buses. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This would be a high density development and provide homes on a brownfield site, improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered and would provide a high quality building which would help to raise the standard of design in the area.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in a highly sustainable location and would seek to achieve a 'Very Good' BREEAM rating for the commercial element. The development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The site is within Zone 1 of the Environment Agency flood maps, with a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The submitted documents have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;

- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy efficient, investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Relevant Documents

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council has endorsed the Manchester Residential Quality Guidance which is now a

material planning consideration. The 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 given to 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 proposal is broadly in keeping with the aims and objectives set out in the guidance.

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.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would provide a new public square, private courtyard space and green roof gardens, contributing to existing tree canopy coverage within the City Centre. It would also have a positive impact on the blue infrastructure of the city by improving routes through to the nearby Bridgewater Canal and the River Irwell.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018 - 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 describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) – The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review

(MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. 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 of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Cornbrook Hub Strategic Regeneration Framework - This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station, and the need to positively boost confidence in the broader area. The proposed mixed-use development on the application site would complement these regeneration aspirations.

Castlefield Conservation Area Declaration - Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

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.

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

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 number of apartments proposed exceeds the threshold set out in Schedule 2 10b of the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017. This planning application was therefore the subject of a Screening Opinion for an Environmental Assessment in relation to Schedules 2, 3 and 4 of the EIA Regulations.

The Screening Opinion concludes that whilst the proposed development would have some impact on the surrounding area, these would not be significant and could be suitably mitigated against. It is therefore judged that the impacts would not be significant so as to warrant a formal Environmental Impact Assessment. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and new homes are essential to support economic growth. The proposal would develop a brownfield site in a prominent location. This would improve the image of the area and act as a catalyst for further regeneration. The proposal would complement the existing community and enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. Manchester's Residential Growth Strategy seeks to deliver 32,000 homes by 2025 and the proposal would contribute to this need in an area identified as being suitable for residential development. It would be consistent with a number of the Greater Manchester Strategy's key growth priorities and deliver homes to serve the growing economy and population, in a well-connected location, adjacent to a major employment centre and promote sustained economic growth. The quality, product mix and the size of the homes would appeal to different market sectors including owner occupiers, investors and renters.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement

and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should: consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However, in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city-wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The application proposes 237 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high-quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. This has concluded that the scheme can make a £250,000 commuted sum for off-site affordable housing which equates to 1.7%. The developer's profit would be 15.24% on cost (circa 13.22% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £250,000 commuted sum would ensure that the scheme is viable and can be

delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Tall Building Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by Historic England (Historic England Advice Note 4 'Tall Buildings' December 2015).

Architectural Quality

The key factors to consider here are scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The site is one of the last buildings in the area that the applicant is delivering. There is a clear and legible street pattern that makes it easily navigable and provides clear site lines to nearby public transport infrastructure and the city centre.



DeTrafford masterplan area

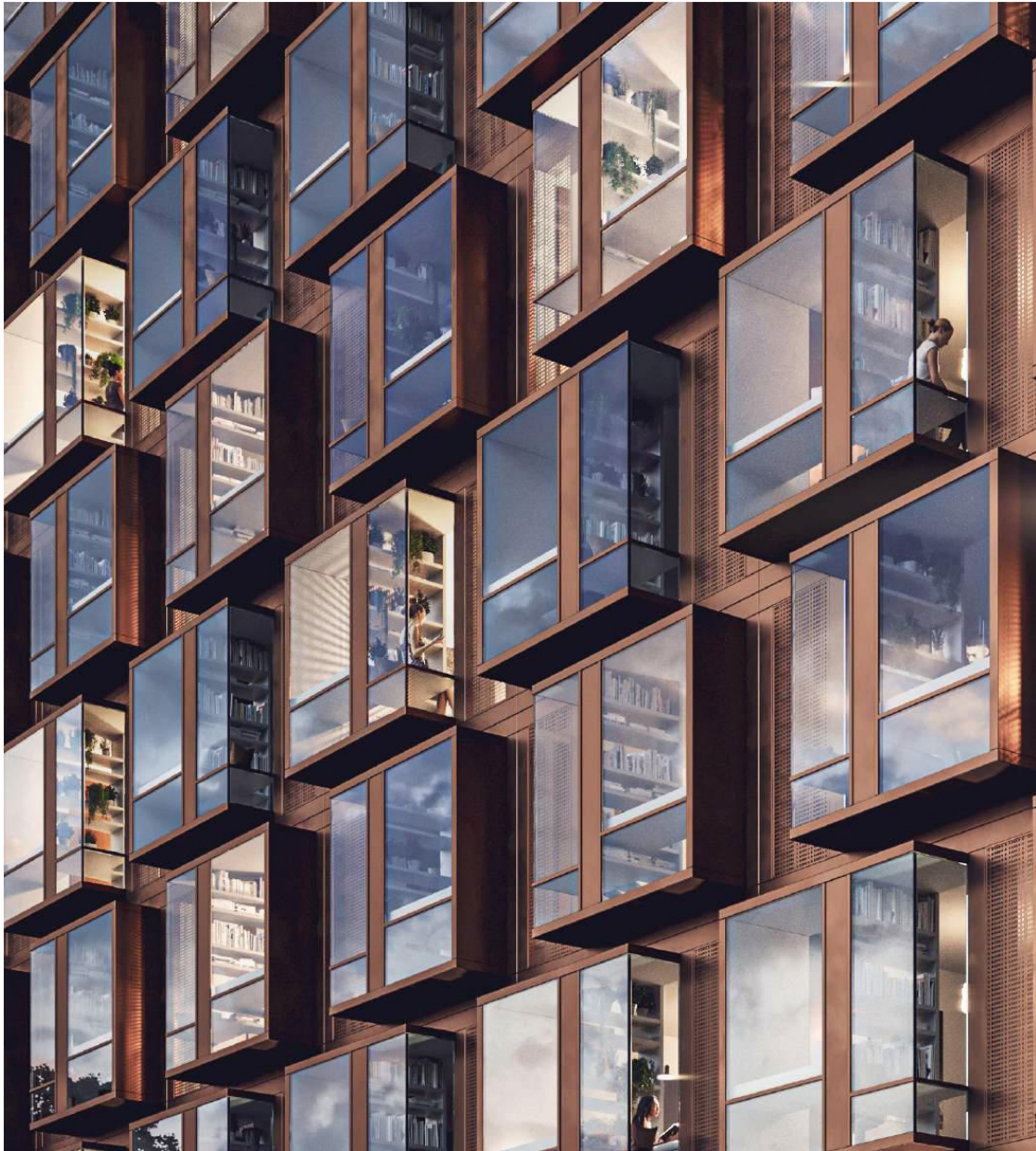
It would sit within a group of new buildings with historic buildings immediately nearby. There are strong street frontages to Ellesmere Street and Spinner's Way and a public square is created at the junction of Spinner's Way and Bentinck Street. This helps to frame views of the Grade II* listed St George's Church along Spinner's Way and Ellesmere Street.

The development would use red sandstone and metals to reflect the materials used in the historic buildings in the conservation area. It has repetitive and well-proportioned fenestration detailing and ordered elevational which includes a top, middle and bottom.

The apartments are arranged around a grid layout. The façades include projecting bay windows, to accommodate functions such as home-working, reading and relaxing. This bay includes a fully glazed side profile to allow residents increased visibility along the street offering natural surveillance. These bays are handed from floor to floor to ensure that one bay does not look straight into its neighbour. Other components of the design are the width of pleating to the townhouses, penthouses and courtyard facades, balustrades, walkways and soffits.



Bay window elevation / plan view

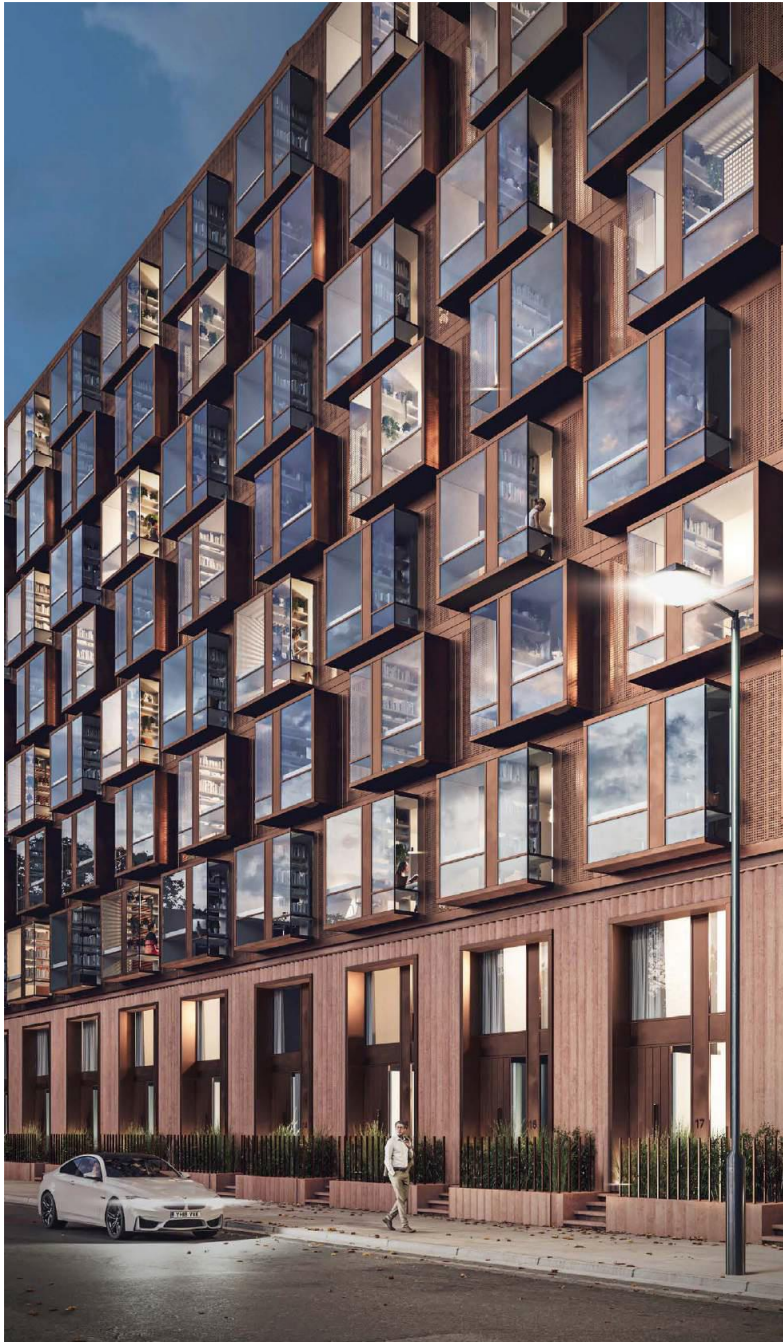


Visual of the bay window grid layout

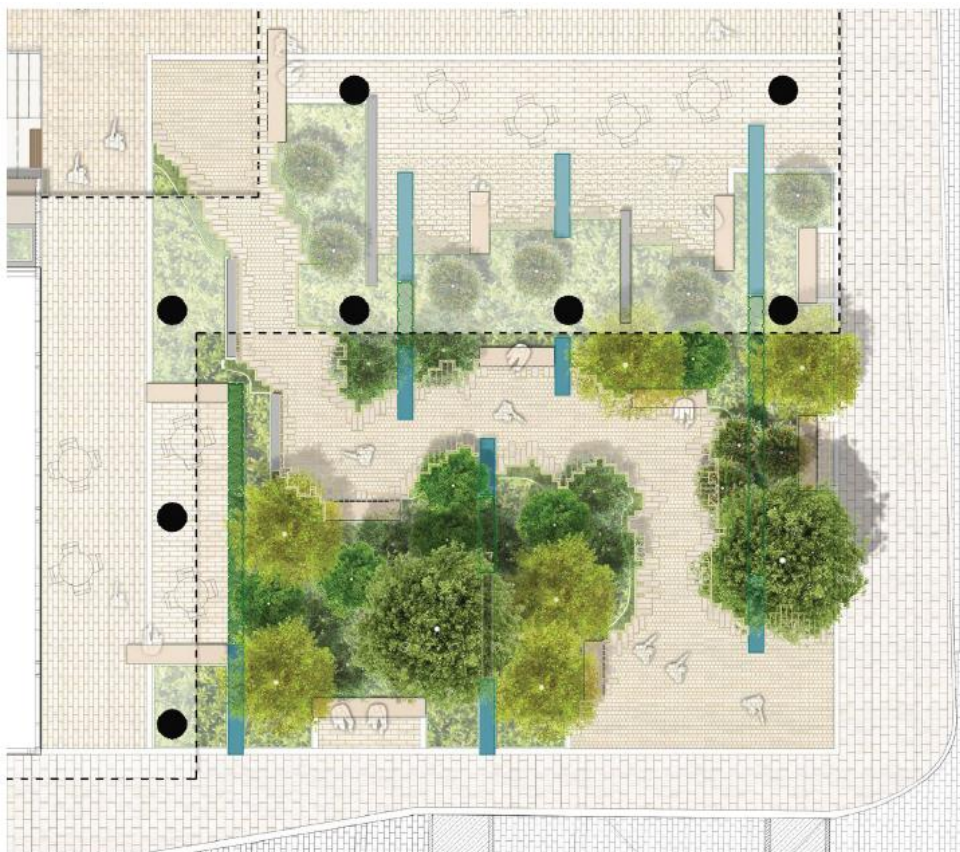


GF landscape strategy

The townhouses on Ellesmere Street and Spinners Way provide active frontages. The commercial units are located adjacent to the public square.



Visual of Ellesmere St elevation



Plan of the new public square

The development would improve the environment at the site.

The proposals comprise blocks of accommodation arranged around a central courtyard. Facing north west onto Ellesmere Street, the block is 11 storeys. Facing south east onto Spinners Way the block is 13 storeys. The height of the buildings would correspond to those on Chester Road and Ellesmere Street many of which are being developed by the same applicant.

A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context. The massing would not adversely affect the settings of Castlefield Conservation Area and the nearby listed buildings.

Design Issues, Relation to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered. Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of

the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development 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 site is not in a conservation area but is adjacent to the Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site can be defined by transport infrastructure including the canal and river network overlaid by substantial railway viaducts. The site is close to Albert Mill (grade II listed), with other grade II listed buildings such as the railway bridge over the Bridgewater Canal, the former Turville public house at 252 Chester Road and 215-219 Chester Road on the opposite side of Chester Road. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lie further towards the Mancunian Way.

The area has changed over the past 25 years with traditional industries relocating and leaving post-industrial inactivity. Vacant sites have been redeveloped such as Castlefield Locks, Excelsior Mill, Timber Wharf, the Boxworks and Moho, and redundant mills such as Albert Mill and Britannia Mills have been refurbished. Several sites on Chester Road are under construction for residential. However, further change is required to address vacant and underused sites that have a negative impact. The site is of poor visual quality and has a negative affect on the surrounding environment. The proposal would have a positive impact on the setting of the Castlefield Conservation Area and surrounding listed buildings.

Albert Mill is grade II listed and is the closest listed building. It is 65m to the west at Hulme Hall Road and Ellesmere Street junction. The mill was built to form part of a busy industrial setting, and remains set within an area defined by a dense urban grain. The proposal is visible in views of Albert Mills when looking east and west on Ellesmere Street. Phoenix House detracts from the setting of Albert Mill. The proposal would respond industrial heritage of the area, taking cues from traditional mill buildings through the warm tones of its materials, and the regularity of the fenestration responds to established rhythm of Albert Mill. The scale and massing of the proposal is appropriate and would not be over-dominant or overwhelm or detract from the setting of Albert Mil. The redevelopment of the site with a high quality designed building which responds the heritage significance of its context, would have a positive impact on the setting of Albert Mill.

In relation to the listed buildings on Chester Road, the proposal would be seen in the context of the other large scale developments that have taken place here. The site is separated from the former Turville Public House by the large scale Trilogy development and from the Church of St George and its surrounds by the other large scale buildings to the east. The grade II listed Georgian townhouses at 215-219 Chester Road would be separated from the site by large scale development on Chester Road.

The Grade II listed railway bridge is primarily viewed from the canal towpath and the scheme would not be visible in this context. The site does not contain any heritage

assets and detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. Its development could enhance the architectural and urban qualities of the area.

The proposal would enhance the character and appearance of Castlefield Conservation Area and would have a neutral or positive impact on the settings of nearby listed buildings. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act and would meet the requirements set out section 16 of the NPPF.

There are possible archaeological remains across the site from former housing and it is recommended that a programme of further investigation is carried out in advance of any construction works.

Design and Context

The applicant has provided a visual impact assessment of the development, which examines views of the site from 5 surrounding view. These examine the visibility from close and medium range. The development will principally be visible in views along Ellesmere street as seen below.

View 1

Existing



Proposed



(consented developments shown in green)

View 2

Existing



Proposed



(consented developments shown in green)

View 3

Existing



Proposed



(consented developments shown in green)

The proposal would create a strong street frontage to Ellesmere Street significantly improving the environment and helping to establish an appropriate and acceptable urban grain. It would add activity and vitality and help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale.

The gridded facade and bronze cladding of the new development introduces a coherent form. The gridded layout respects the character of adjoining new developments. The double height bays at ground floor, slightly recessed below the floors above and with a subtle change in materiality grounds the development in the street environment.

Relationship to Transport Infrastructure

There are public transport options nearby. Chester Road is a major bus route and Cornbrook tram stop and Deansgate Railway Station are nearby. There are good pedestrian and cycle links. A Travel Plan has set out practical measures to reduce transport and traffic impacts and encourage public transport use. The amount of parking is in keeping with the sustainable location, and the vehicle access and layout arrangements are acceptable. A transport assessment concludes that the impact on the capacity of the surrounding highway network would be negligible.

Sustainable Design and Construction

An Energy and Sustainability Assessment states that the design would achieve a site wide reduction in carbon emissions of 9% over Part L 2013 of the Building Regulations. This is equivalent to a 15% reduction over Part L of the 2010 Building Regulations as required by Policy EN6 of the Core Strategy and would help to achieve carbon neutrality by 2038. The proposal has been modelled using SAP 2012 the governments Standard Assessment Procedure for residential dwellings.

The strategy is based on the energy hierarchy to reduce energy use through: design; using energy more efficiently; and, supply from renewable sources.

The unitised curtain walling provides a higher degree of certainty over the thermal performance standards of the façade as it is manufactured off site which maximises quality assurance. It would deliver high levels of airtightness and build quality.

There would be an energy efficient decentralised plant, heating, ventilation, lighting and system. It would utilise Mechanical Ventilation Heat Recovery (MVHR) systems with high efficiencies to recover heat from all exhaust air. The ventilation strategy would minimise noise ingress and minimise the risk of overheating.

Roof-mounted PV panels are on the main flat roof and orientated south, and would contribute significantly to the emissions performance of the development.

In order to achieve policy compliance the development has therefore been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design air permeability and ventilation targets all aspire to Passive House design standards along with the consideration and application of low zero carbon renewable technologies.

The development would achieve a BREEAM rating minimum of 'Very Good'. Policies EN4 and EN6 the principles of the energy hierarchy have been applied and it is considered therefore that the development would have sustainable design and construction and is designed to minimise the impact on climate change.

Credibility of the Design

Tall buildings are expensive and the architectural quality must be maintained through the process of procurement, detailed design and construction, and conditions such as requiring samples of materials should ensure this is achieved.

The applicant and design team have local knowledge and experience and are familiar with the issues associated with developing high quality buildings. They have ensured the design is commercially viable. The quality has been maximised without compromising viability.

A significant amount of time has been spent developing the proposals to ensure that it can be constructed and delivered. The applicants have provided a viability assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

The site contributes little to public spaces and facilities. The development should interact positively with and contribute to its surroundings at street level. The building would have two primary blocks of accommodation that address Ellesmere Street and Spinners Way. Two smaller blocks address Bentinck Street and Gallery Gardens. The four blocks are arranged around a central, open courtyard that allows all homes to be dual aspect. A public square is proposed at the corner of Bentinck Street and Spinners Way which incorporates planting. Amenity areas are provided at level 10, one internalised and one as an external terraced area. The entrance is located off the public square. Given the above, it is considered that the proposal would significantly contribute to public spaces and facilities.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

A) Sunlight, Daylight and Overshadowing

The main buildings that could be affected in terms of sunlight, daylight and overshadowing are Britannia Mills, Talbot Mill and Talbot Mill Townhouse which are to the north of the site. The buildings at back of pavement, as is traditional, and the proposal follows the same pattern. The habitable windows in the buildings would therefore be separated by Ellesmere Street, which is typical in the area.

A Daylight and Sunlight Assessment has used the three methodologies set out in the BRE guidance, namely Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). The impact on sunlight uses the Annual Probable Sunlight Hours (APSH) method.

It is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight to adjoining properties can occur. The National Planning Policy Framework (NPPF) at paragraph 123, states:

“Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. In these circumstances:

In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

Policy CC6 City Centre High Density Development states, “City Centre development will generally be high-density as it is a location where land should be used to maximise its efficiency. The scale, massing and height of the development in the City Centre will significantly exceed what is appropriate elsewhere in the City”.

It is well-established and accepted that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low-rise suburban environment.

In order to achieve the increased density required under Policy CC6, the application of the BRE Guide must be carefully considered, and the targets that are applied should match the specific location.

The results for Britannia Mill are set out below.

The baseline assessment considers whether a window/room already meets the BRE criteria in the existing scenario only. The BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value ie 20%, in the proposed scenario. As such, as the VSC target is 27%, if a window in the baseline has 25% VSC, it will be classed as not meeting the BRE targets. In the proposed scenario, if the same window is reduced to 24%, it will be classed as meeting the VSC target as it is within 0.8 times its former value. Therefore, some windows/rooms may not meet the target criteria in the baseline but will in the proposed scenario.

172 windows were assessed to 103 habitable rooms. 49 currently achieve the 27% VSC target. 103 rooms were assessed for NSL and 81 rooms currently meet the BRE criteria.

In the proposed scenario 125 of 172 windows would meet the revised VSC target with the development in place and 97 out of 103 rooms would meet the revised NSL target.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

Baseline Scenario

Address	Baseline Daylight & Sunlight Levels					
	VSC Daylight		NSL Daylight		APSH Sunlight	
	Total No. of Windows	No. of Windows that meet BRE	Total No. of Rooms	Total No. of Rooms that meet BRE	Total No. of Rooms	Total No. of Rooms that meet BRE
Britannia Mills	172	49	103	81	93	76

Address	VSC Daylight				
	Below BRE Guidelines				
	Total No. of Windows	No. of Windows that meet BRE	Minor	Moderate	Major
Britannia Mills	172	125	8	6	33

Address	NSL Daylight				
	Below BRE Guidelines				
	Total No. of Rooms	No. of Rooms That Meet BRE	Minor	Moderate	Major
Britannia Mills	103	97	2	1	3

Address	APSH Sunlight				
	Below threshold for Total APSH				
	Total No. of Rooms	No. of Rooms That Meet BRE	Minor	Moderate	Major
Britannia Mills	93	82	2	3	6

There is an expectation for a higher density of development in the city centre and the affected windows have a medium sensitivity.

The number of windows with reductions in excess of 40% at Britannia Mills suggest an impact that could be major have, the following needs to be considered.

The single aspect deep floor plates make it difficult for daylight to penetrate to the back of the rooms. This is evidenced by the fact that only 78% of the windows currently meet the NSL targets. The retained VSC levels at Britannia Mills along Ellesmere Street average at 19.9% with the proposal in place and 23.2% in the existing baseline. The applicant has considered the impacts at 5 other city centre developments which demonstrates that the levels of daylight retained in Britannia

Mills is comparable with other, established and successful city centre residential areas. The VSC levels have also been measured along Ellesmere Street, and levels to the internal courtyard facing elevations are likely to be significantly higher. Some of the windows affected serve bedrooms, and potentially bathrooms, which have a lesser requirement for daylight.

The greatest impact is potentially at the lower levels where some rooms are in part dual aspect with other sources of skylight. 97% of the rooms will meet the ADF targets with the proposed development in place.

Talbot Mill and Talbot Mill Townhouses have not yet been built and the report considers ADF daylight, rather than VSC. The ADF compliance rates are similar to other developments in the immediate area and as they are not built, have a lower sensitivity to change.

The report concludes that, given existing levels of daylight in the city centre and in the context of the correct application of the scope and purpose of the BRE Guidelines, these results are acceptable. On this basis, the impact in terms of sunlight, daylight, overshadowing and overlooking is acceptable.

B) Wind

A wind report shows that the wind conditions would be suitable and safe for the intended use with isolated instances of windier than desired conditions. These conditions would be readily mitigated against with measures employed at the ground level entrances in certain areas and screens / landscaping for the roof level seating.

Given the above, the proposed development would not have a detrimental effect on the wind environment in and around the site and, with the wind mitigation measures proposed, the wind environment would be acceptable.

C) Air Quality

An Air Quality Assessment explains that the construction would produce dust and increased emissions, but this is likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated would have a minimal effect on local pollution concentrations and a condition requiring Electric Vehicle Charging points (EVCs) should be attached. This, along with the Travel Plan and cycle parking should contribute to less reliance on air polluting vehicles. Predicted pollution levels for future occupiers indicate that predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and AQTV at all locations across the development. The site is therefore considered suitable for the proposed use from an air quality perspective.

D) Noise and Vibration

A Noise Impact Assessment considers noise levels from traffic on Chester Road and Ellesmere Street. The report utilises the results of the noise surveys and modelling to predict noise levels in external amenity areas and the facades.

Acceptable noise levels can be achieved in the external amenity areas and higher specification glazing is required for some windows overlooking Ellesmere Street. Alternative ventilation is required for the majority of habitable rooms to provide

background ventilation and fresh air without the need for opening windows.

The exact requirement for alternative ventilation from an acoustics perspective, needs to ensure that fresh air flow can be achieved without the need for opening windows. The mitigation will be submitted to and approved in writing with the local planning authority prior to installation and this can be secured via planning condition. Subject to the mitigation set out in the report it is not considered that impacts associated with existing and future noise levels pose a constraint to the proposed development.

E) TV reception and Broadband

A Television Reception Survey has concluded that any signal degradation due to the development would be negligible and that signal strengths in the area are generally strong enough to overcome any attenuation caused by the development. There should be a condition requiring a post-construction survey to check whether there has been an impact from the development and to ensure that mitigation measures are targeted if necessary.

External and internal fibre cabling would be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.

Contribution to Permeability

The development and public realm would improve permeability and legibility and the ground floor commercial units would create activity on to the public space. The proposal would contribute positively to permeability, linkages and legibility.

Provision of a Well-Designed Environment

In addition to the public square there would be a communal landscaped courtyard, shared space and roof gardens with communal facilities. The hard and soft landscaping, active street frontage and windows overlooking the street would encourage activity and natural surveillance.

Conclusion in Relation to the Tall Buildings Assessment

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the English Heritage guidance and the proposal would provide a building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive. Level access is provided at the entrance lobby with lifts to first floor level and the shared courtyard space. 1 of the 11 parking spaces would be suitable for use by a disabled person. The proposals would be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site. It would overlook and enliven the street scene and help to provide natural surveillance. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the scheme is acceptable subject to detailed design measures to ensure that robust and secure access controls are implemented in various areas of the scheme. It is recommended a condition be attached that requires the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The site was assessed for its potential to provide habitats for protected species as well as invasive species. An Ecology Report does not find any protected species but recommends that the removal of trees is undertaken outside of the bird nesting season. The landscaping could enhance the ecology and biodiversity and the introduction of features, such as bat roosting boxes, should encourage wildlife. A condition should require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As contamination may exist on the site a condition should require a site investigation that also considers any impacts to controlled waters.

Given the historic use of the site as a public house and terraced housing there is a high likelihood of infilled cellars to be present, this is supported by the site investigations for the adjacent development site to the west which locally identified Made Ground up to 5.05 m bgl (but typically up to 3m bgl). The potential for significant thicknesses of Made Ground on site and sub surface structures is therefore considered likely.

The potential for significant or gross contamination across the majority of the site is moderate to low but the made ground could contain contaminants of concern and could generate hazardous gases. If risks are confirmed to be present via intrusive investigation, it is likely that they could be mitigated by relatively simple methods such as removal of hot spots, clean cover soil in landscaped areas, ground gas protection measures etc.

The Council are satisfied that the ground contamination risks associated with the previous use of the site have been adequately assessed at this stage.

In view of the above, the proposals would be consistent with section 11 of the NPPF and policy EN15 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance.

The Environment Agency Map of long-term flood risk from surface water indicates that there is a Medium risk of surface water flooding in Cawdor Street and the western boundary of the site. Cawdor Street and the associated low-lying areas within it are being removed as part of the development proposals and replaced by a building which will be drained by conventional means. This will in turn remove the current risk of localised surface water flooding.

The assessment anticipates that SuDS would be provided in the form of filter drains to capture and treat runoff from any external areas and an attenuation storage tank to temporarily store surface water before controlled release to the public sewer. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that the proposal can accommodate adequate bin storage within a refuse store at the ground level of the rear block. The refuse store would accommodate space for a total of 29 x 1,100l Eurobins to serve the residential and commercial premises. The ground floor would provide sufficient storage room.

Within each apartment there would be separate bins and bags colour-coded for residents to separate their waste into the four waste streams. Occupants of the dwellings would be responsible for the transfer of their waste to the internal stores and the management company would move waste to and from the bin stores to the collection point on Spinners Way on collection day. The commercial units would store waste within their demise and transfer it onto the street on collection day. A condition should be attached to any approval to ensure that the development is carried out in accordance with the submitted waste management strategy.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The external amenity spaces, green roofs and external public and private realm would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats in the urban area. Opportunities to enhance and create new biodiversity within the development, such as bat boxes would be required via a planning condition.

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO₂ emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013. It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO₂ emissions. There would be 237 cycle spaces. The

Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall, the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies in relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Response to Neighbour Comments

The majority of the planning grounds of objection are addressed in the main body of this report.

The area has undergone a large amount of disruption from construction over the last few years, as a consequence of the pace of change. The developer/contractor would liaise and participate in the Contractor Engagement Group for the area and a Construction Management Plan would be a condition to minimise the impact on residents.

Conclusion

A residential development of this scale would be an appropriate response to national and local planning policy. It would promote economic development and sustainable travel patterns. The development would be well designed and of a high quality and would fulfil an important role in providing much needed homes.

The proposal would be consistent with a number of the GM Strategy's key growth priorities by providing housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would promote sustained economic growth.

The proposal would enhance the character and appearance of the nearby Castlefield Conservation Area and it would not harm the settings or significance of the nearby listed buildings.

The development would minimise potential overlooking and loss of sunlight and daylight. It would regenerate a site that has a negative impact on the area and would significantly improve the public realm offer in the local area.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Given the above, it is considered that the proposal is in accordance with the City's planning policies and regeneration priorities, including the adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework, and should be approved.

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

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

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

Recommendation: MINDED TO APPROVE subject to S106 agreement for a commuted sum for Off Site Affordable Housing.

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 discussions about the form and design of the development, heritage issues, access and CO2 reductions.

CONDITIONS

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:

10436_001-C-10436_001-1-TOPOGRAPHICAL SURVEY C

20098-CWA-B1-XX-DR-A-7000 - Site Location Plan P05

20098-CWA-B1-ZZ-DR-A-2000 - Ground Floor GA Plan P05

20098-CWA-B1-ZZ-DR-A-2001 - First Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2002 - Second Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2003 - Third Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2004 - Fourth, Sixth, Eighth GA Plan P04

20098-CWA-B1-ZZ-DR-A-2005 - Fifth, Seventh GA Plan P04

20098-CWA-B1-ZZ-DR-A-2009 - Ninth Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2010 - Tenth Floor GA Plan P04

20098-CWA-B1-ZZ-DR-A-2011 - Eleventh Floor GA Plan P04
20098-CWA-B1-ZZ-DR-A-2012 - Twelfth Floor GA Plan P04
20098-CWA-B1-ZZ-DR-A-2013 - Roof Plan GA Plan P04
20098-CWA-B1-ZZ-DR-A-2030 - GA Elevations – Southeast P07
20098-CWA-B1-ZZ-DR-A-2031 - GA Elevations – Southwest P06
20098-CWA-B1-ZZ-DR-A-2032 - GA Elevations – Northwest P05
20098-CWA-B1-ZZ-DR-A-2033 - GA Elevations – Northeast P06
20098-CWA-B1-ZZ-DR-A-2037 - GA Sections - Section A P04
20098-CWA-B1-ZZ-DR-A-2038 - GA Sections - Section B P04
20098-CWA-B1-ZZ-DR-A-2039 - GA Sections - Section C P04
20098-CWA-B1-ZZ-DR-A-2040 - GA Sections - Section D P04
20098-CWA-B1-ZZ-DR-A-2041 - GA Sections - Section E & F P05
20098-CWA-B1-ZZ-DR-A-2050 - 1 Bed Apartment Layout P02
20098-CWA-B1-ZZ-DR-A-2052 - 2 Bed Left Hand Apartment Layout P02
20098-CWA-B1-ZZ-DR-A-2054 - 2 Bed Right Hand Apartment P02
20098-CWA-B1-ZZ-DR-A-2056 - 2 Bed Townhouse A P03
20098-CWA-B1-ZZ-DR-A-2057 - 2 Bed Penthouse P03
20098-CWA-B1-ZZ-DR-A-2058 - Bay Study – Townhouse P03
20098-CWA-B1-ZZ-DR-A-2059 - Bay Study - Commercial Units P03
20098-CWA-B1-ZZ-DR-A-2060 - Bay Study - Typical WFH Bay P03
20098-CWA-B1-ZZ-DR-A-2061 - Bay Study - Internal Courtyard 08-09 P03
20098-CWA-B1-ZZ-DR-A-2062 - Bay Study - Side Elevation P03
20098-CWA-B1-ZZ-DR-A-2063 - Bay Study – Penthouses P03
20098-CWA-XX-XX-DR-A-7100 - Existing Floor Plan P02
20098-CWA-XX-XX-DR-A-7101 - Existing Elevations P03
20098-CWA-XX-XX-DR-A-7102 - Existing Building Demolition Layout P02
20098-CWA-XX-XX-DR-A-7103 - Existing Elevation Demolition Area P03
4411 01 Rev C Landscape Layout Ground Floor and Podium
4411.02B Combined Roof Terraces Layout
Phoenix Works Landscape Strategy
Design and Access Statement ref 20098-8002-03
Arboricultural Survey DEP November 2020 Rev B

Extended Phase 1 Habitat Survey and Daytime Bat Survey 2020 Rachel Hacking Ecology

Planning and Heritage Statement Paul Butler Associates 30 November 2020

Statement of Community Involvement Paul Butler Associates 24 November 2020

Tall Buildings Statement Paul Butler Associates 27 November 2020

Transport Statement ref:2904-01-TS01 Axis

Travel Plan ref: 2904-01-FTP01 Axis

Noise Impact Assessment ref: AC109563-1R1 Ensafé Consultants

Air Quality Assessment ref: 3953r2 Redmore Environmental

Pedestrian Level Wind Microclimate Assessment ref: RWDI #2100815 – REV A RWDI

Daylight and Sunlight Report prepared by GIA

Phase 1 Preliminary Risk Assessment Report WSP November 2020

Flood Risk and Drainage Strategy Report ref: 5977-WSP-FRA1 WSP

Environmental Standards Statement and BREEAM Pre Assessment (prepared by Watt Energy Consulting and Engineers) September 2020

Crime Impact Statement Version B 25 November 2020 URN:2020/0624/CIS/01 Greater Manchester Police

Waste Management Strategy ref: 2904-01-WMS01 prepared by Axis

Archaeological Desk Based Assessment ARS Ltd Report 2020/147 Archaeological Research Services

TV Reception Survey dated 20 October 2020, Astbury

3) Should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the

identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

5) No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to Greater Manchester Archaeological Advisory Service for agreement. The WSI shall cover the following:

a. A phased programme and methodology of investigation and recording that includes:

- targeted archaeological evaluation through trial trenching;
- dependent on the evaluation trial trenching above, targeted open area excavation and recording (subject to a separate WSI);

b. A programme for post investigation assessment to include:

- production of a final report on the investigation results.

c. Deposition of the final report with the Greater Manchester Historic Environment Record;

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

e. Provision for archive deposition of the report and records of the site investigation;

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

6) Prior to the commencement of development, details of a local labour agreement that shall demonstrate commitment to recruit local labour for both the construction and operations elements of the development shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

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

7) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved in writing by the City Council as local planning authority, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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).

8) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be resurveyed, and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

9) Notwithstanding demolition, before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before use of the car park commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

10) Notwithstanding demolition, prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

11) 1. Notwithstanding demolition, prior to the commencement of development, a programme for the submission of final details of the public and private realm works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority.

The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of any external steps and handrails;
- (g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

2. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority,

seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

12) Notwithstanding demolition, no development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

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

- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable; an assessment of other SuDS features is required, such as blue/green roofs, permeable pavings and tree pits.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- 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 inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. The overland flow routes drawing should include both internal and external elevations so an assessment of the flow routes can be clearly identified.
- Hydraulic calculation of the proposed drainage system.
- Construction details of flow controls and SuDS elements.

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.

13) 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 pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

14) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

15) Notwithstanding demolition, before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 20 October 2020 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the preexisting level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

16) a. The residential accommodation shall be acoustically insulated against noise from Chester Road, and Ellesmere Street, and any other actual or potential sources of noise, in accordance with the Noise Impact Assessment Ensafe Reference: AC109563-1R1 dated 25 November 2020 by Ensafe to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 times);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by Ensaf and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by Ensaf shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria.

Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

17) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

18) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the

scheme 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 site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

19) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

20) Fumes, vapours and odours shall be extracted and discharged from the Class E premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

21) The air quality mitigation measures set out in the Air Quality Assessment reference: 3953r2dated 25 November 2020 by Redmore Environmental shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

22) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties.

23) The commercial uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

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

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

07:30 to 20:00, Monday to Saturday

no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

25) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 25 November 2020 reference 2020/0624/CIS/01 by Greater Manchester Police and each building shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

26) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

27) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

28) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with the Waste Management Strategy Ref: 2904-01-WMS01 dated November 202 by Axis before first occupation of the residential units. The Waste Management Strategy Ref: 2904-01-WMS01 dated November 2020 by Axis shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

29) The commercial uses (Class E) hereby approved shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30) The development shall be undertaken in accordance with the Pedestrian Level Wind Microclimate Assessment (reference RWDI#2100815-Rev A dated 30 October 2020). The recommended mitigation shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

31) The commercial unit hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

32) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

33) The apartments (C3) hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar use 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.

34) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

35) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

36) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

37) Above grounds works shall not commence until details of biodiversity enhancements, including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The enhancements should include locally native species of trees/shrubs and if ornamental beds created should include non-invasive species and those of value to insect pollinators. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species in accordance with policy EN15 of the Manchester Core Strategy.



Application Number	Date of Appln	Committee Date	Ward
124335/JO/2019	25th Jul 2019	29th Jul 2021	Chorlton Ward

Proposal Vary part b of Condition 3 attached to Decision Notice Reference 093164/FO/2010/S1 to have the floodlights operational for 24 occasions, in each period between 1 August and 31 May (relating to a football season) between the hours of 7pm and 10pm on weekdays.

Location West Didsbury And Chorlton Football Club, Brookburn Road, Manchester, M21 8FE

Applicant West Didsbury and Chorlton AFC, C/o Agent

Agent Mrs Beverley Moss, Hourigan Connolly, 2nd Floor, 55 Spring Gardens, Manchester, M2 2BY

Executive Summary

This application seeks to increase the number of times the existing floodlights at the West Didsbury and Chorlton AFC site on Brookburn Road can be used on week days from 12 occasions to 24 occasions during the football season (1 August to 31 May). The site is within the Chorltonville Conservation Area as well as the Mersey Valley which is part of the Greater Manchester Green Belt. There have been 66 letters of objection, and 8 of support for the proposed development. Concerns relate to the impact that the additional usage will have on the amenity of residents, the character of the Conservation Area and the Green Belt and impact on areas that contain ecological interest. Supporters point to the positive benefits of improving sports facilities within the City. Local members have supported residents in their bid to have additional time to formulate their responses.

Description

This application relates to the site occupied by the West Didsbury and Chorlton AFC. The club moved to the ground in the mid to late 1990's taking over what was a derelict private sports club, which it is understood was originally provided for the residents of Chorltonville. The use of the site by the Club was not development for which planning permission was required. The site comprises a single football pitch, a single storey clubhouse and changing room block at the south east end of the site.



Adjacent to the clubhouse there is a temporary stand, and adjacent to the south west side of the pitch are two “dug outs” the pitch is surrounded by a rail. There are 6x15 metre high floodlighting columns, positioned one in each corner and one either end of the centre line. The site is accessed from a public footpath/bridleway from the end of Brookburn Road to Jackson Bridge on the River Mersey. An access road from the footpath /bridleway runs alongside the north east side of the pitch and gives access to a small car park adjacent to the clubhouse. There is also a grassed area on the north east side of the access road which is used for parking. The club claims they can accommodate up to 80 vehicles.

To the north west of the pitch is an area of lands also within the curtilage of the site which is unused and contains several trees and areas of undergrowth. The north west and south west boundaries are enclosed by green coloured weldmesh fencing. Along the north east boundary there is a mix of fencing and hedging forming the rear gardens of adjacent residential properties. The south east boundary is formed by the side fence to the rear garden of a residential property.

The site is located both within the Chorltonville Conservation Area and the Greater Manchester Green Belt.

The site is adjoined to the north east by the rear gardens of residential properties on Meadow Bank. The rear gardens of these properties slope down towards the club and the properties are at a higher level. Whilst nominally two storey dwellings when viewed from the front these properties have a full height basement when viewed from the rear and appear to be three storey.



Rear view of properties on Meadow Bank across the pitch

To the south east is the side fence to the rear garden of another property on Meadow Bank. To the south west is the Mersey Valley, the site was originally used as a refuse tip and was reclaimed for use as playing fields and is now in part owned by the club.

To the north west is a belt of trees and undergrowth forming part of the Mersey Valley.

The site has been the subject of a number of applications for planning permission. The one relevant to this application is 093164/FO/2010/S1, for the installation of 6 x 15 metre high floodlighting columns, the lighting only to be used between 3pm and 5pm on Saturdays and between 7pm and 10pm on no more than 12 additional weekday evenings between August and May in each football season. The application was approved in July 2010 subject to amongst others, the following conditions

1. The floodlights erected pursuant to the permission hereby granted shall not be used except:
 - a) between the hours of 3pm and 5pm on Saturdays and
 - b) on a maximum of 12 occasions in each period between 1st August and 31st May (relating to a football season) between the hours of 7pm and 10pm on weekdays. The applicant shall submit a statement at the end of each season outlining the occasions on which the floodlights were used for as long as the floodlights are in place.

Reason - To limit the capacity of the WD&CFC for more intense use of the football ground and thereby to limit the potential for any loss of amenity to the occupiers of the adjoining residential properties pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

2. The floodlighting hereby approved shall be maintained in accordance with the manufacturers specifications and be directed onto the playing surface at all times.

Reason - To prevent any loss of amenity arising from the floodlights being deflected and shining into nearby residential properties pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

This application seeks to increase the number of times the floodlights can be used on weekdays from 12 to 24, reduced from 30 in the initial submission. The hours of use would remain the same namely 7.00pm to 10.00pm and there would be a

requirement to submit a report at the end of the season on usage. The club currently operates and would continue to operate the following teams:

- Mens 1st Team 11 - North West Counties Division 1 South - Level 10 Step 6
- Mens Reserves - Cheshire League - Outside pyramid (Would be at Level 11 Step 7 if the team were to gain promotion into Premier league)
- Veterans - Cheshire Veterans League - Outside pyramid system
- Womens 1st Team 11 - NWRWFL - Level 5 Women's Pyramid
- Womens reserves – Greater Manchester Womens Football League
- Womens Development – Greater Manchester Womens Football League
- All Junior teams - Timperley Junior Football League
- Girls Junior team: South Manchester Girls Football League

In support of the application the following documents were submitted, a lighting survey, a noise survey and an ecology report.

The lighting survey concludes that -

“The lighting installation is suitable for the uses it has been designed for and although it has some nuisance effect on the neighbouring properties, it is of a limited manner and no greater than could be expected by houses opposite street lighting, etc. The lighting is for the playing of sports on the football pitch, therefore use should be limited to when in use and not be used for general access or security lighting.”

The noise survey concludes that-

“Taking all factors into account, we consider that the proposed extension of floodlighting use would not result in a change in noise levels or character of noise at nearest dwellings. The noise impact associated with the additional weekday evening matches will be no greater than for existing permitted weekday evening matches. Furthermore, even with the additional matches, there will still only be up to three evening matches occasionally per month during the ten-month football season. On this basis, noise impact will be of limited duration and will occur only on certain days, and therefore would not result in any demonstrable harm to residential amenity.”

The ecology report concludes-

“The original floodlights were fitted with overspill limiting backshields. There are to be no new floodlamps erected. If the lighting is ever to be replaced, the new installation should be consistent with the most recent guidance on artificial lighting schemes. Given the existing use of the floodlights and the timing of use, there is expected to be no deleterious impact on protected species and habitats with increased use.”

Since planning permission was granted for the installation of the floodlights according to club records they have been used, other than on a Saturday, on the following number of occasions-

2010/11 Season 0 times
 2011/12 Season 2 times
 2012/13 Season 5 times
 2013/14 Season 9 times
 2014/15 Season 9 times
 2015/16 Season 11 times
 2016/17 Season 13 times

2017/18 Season 15 times
 2018/19 Season 12 times
 2019/20 Season 9 times
 2020/21 Season 1 time (season abandoned)

In support of the application, the applicant has made the following comments.

- The site is not in an area with an intrinsically dark landscape; it comprises an established football ground which abuts an urban area.
- The lights can be used an existing number of times already, so the area is already characterised by the use of floodlights on occasions during the football season.
- The light levels in the area were altered when the original planning permission was granted in 2010. The current planning application doesn't seek to change these light levels, it simply seeks to increase the number of times the lights would be switched on. The impact from the increased use of the lights wouldn't be any more conspicuous than the current impact.
- The floodlights are not in or near a protected area of dark sky.
- The increased use of the lights would not have any safety impacts, nor would it have an impact on a protected site or species.
- The existing design measures limit the light pollution. This position would remain the same even if the lights were used more often.
- A suitable planning condition would limit the impact of the lights; this was the approach taken by the Council when granting the original permission.

Consultations

Ward Members

Councillors Eve Holt, Matt Strong and John Hacking have written in support of residents requests for an extension of time in which to make representations. The members are aware of the club's history and of the strength of feeling held by many who neighbour the club grounds around the use of flood lights. They have sought to facilitate meetings between the Club and residents.

Elected Members

Councillors Mandie Shilton Godwin (Chorlton Park Ward) and John Leech (Didsbury West Ward) have made representations supporting objectors to the proposed development. The issues raised are summarised below.

Councillor John Leech says "there was very significant opposition to the original application for floodlights, and the use was restricted to protect the amenity of nearby residents. This proposal will result in the floodlights being on practically every midweek during the football season. This will cause unreasonable disamenity to local residents and should be resisted. The existing conditions are already not adhered to, and numerous complaints have been made, but no action taken. Planning permission to intensify the use would undoubtedly result in additional problems."

Local residents

Local residents were notified in respect of the initial application which sought to use the floodlights on an additional 30 occasions and again when the number of occasions was reduced to 24. The issues raised are summarised below.

In response to the initial notification 50 letters were received objecting to the application, including one signed by 61 residents and 3 letters supporting the application.

Representations against

- The site is at a lower level and overlooked by houses approximately 20 to 25 metres away.
- The site was originally part of the Chortonville estate.
- The site is within the Mersey Valley and the floodplain of the River Mersey.
- The Club seem focused on a higher permanent total, despite their verbal arguments to residents that the increase is merely in the case of occasional circumstances arising that would require more week day evening games for their Men's 1st team. Residents remain concerned that Club would wish to exploit a higher permitted total to hold games for other teams and potentially for fund raising.
- Concern is expressed that the proposal would override the reason attached to the condition the applicant is seeking to amend.
- Residents are disappointed at the clubs lack of effort in communicating with them.
- This is a huge increase in the number of times the club can use the lights.
- There is no restriction in the frequency of matches.
- The application does not seek to justify the need to expand the number of times the floodlights can be used.
- It would severely alter the balance of amenities between club and local residents.
- The application is part of the football club's stated expansion ambitions – these are now completely disproportionate to the site and will get more so.
- The applicants have consistently and repeatedly breached previous conditions and inevitably cannot be trusted not to do so again.
- The club has previous recognized its obligations to the local residents, which would be breached by this expansion.
- The development will result in more noise.
- The club frequently breach the current conditions, twice they have been used out of season, twice outside of the permitted hours, and twice they have exceeded the limit of 12 games per season, two games in each of the 1016/17 and 2017.18 seasons.
- The club consistently fail to submit the end of season reports.
- The following statement appeared on the clubs website *...Over the past few seasons the restriction in permissions has meant on occasions us having to move home league matches and give up home advantage in cup competitions. As well as losing home advantage, which puts us at a disadvantage in the matches, it also results in a loss of revenue for the club and local businesses and extra travel costs for the spectators who attend our away matches. In addition we are often approached to host local league cup finals and charity matches, which we must often turn down. The extra permissions would enable us to host a small number of those types of matches...*
- Residents do not want other clubs to use the ground.
- Matches cause disruption on the adjoining streets and damage the grass verges.
- Increased access will encourage fly tipping adjacent to the bridleway.
- The club has previously assured residents it had no plans to expand.

- The club uses the site in the summer for other activities including a pre school club giving residents no respite.
- The activities of the club are not compatible with a residential area and impact on the health and wellbeing of residents.
- Residents have measured noise levels in the upper 70's Dba range.

Representations for

- The football club have been good neighbours, as well as providing facilities for the area.
- In particular their stewarding of parking on match days has been excellent.
- there is a considerable value in supporting a local football team.
- It is great to see local families and the children enjoying themselves and it helps to foster a sense of community pride.
- It also adds a financial benefit to the area as people buy refreshments in the club house and surrounding area. The club supports local youth groups and offers a valuable community resource
- The club is well organised and managed.
- It is important that the club is in a position to offer facilities, amenities and standards that enables it to participate in the league on a comparable basis to the other clubs.
- The club provides a social , recreational and sporting service for the Chorlton community and is widely viewed as being both progressive and well run .
- It caters for at least 250 young people of both sexes providing them with healthy outdoor activities.
- The additional evening matches and additional spectator infrastructure will assist the club in keeping up with the standards required and of adding to a general improvement of the amenity.
- The lights are only needed on 6% of evenings this is not a problem.

In response to the re-notification 16 letters were received objecting to the application, one signed on behalf of 50 residents and 5 letters supporting the application.

Representations against

- Concern is expressed that matched not involving the club are taking place at the ground. Increasing the amount of noise, in particular swearing.
- The future intentions of the club need to be made clear
- These applications and their context of expansion are essentially urbanising encroachments into the open countryside from the built-up area of the Manchester conurbation. They are erosive of the essential countryside character of a small intimate region, which is also a very important 'wild countryside' resource for residents in the wider area. It was on this precise basis that the Council rejected a previous proposal for all-weather pitches on the adjacent meadows. This current expansion is amounting to a similar level of urbanising encroachment – in terms of its impact on environmental 'openness'.
- Whilst Chorltonville is not a 'town' it is a Conservation Area, well-defined, and an identifiable estate within wider area of Chorlton. Chorltonville affords its Conservation Area status as an historic example of the early 20th Century 'Garden Village' movement. Preserving its setting and special character is not only a heritage issue, but also falls within this purpose of including land within the green belt in the first place.

- The application site is located both within the Conservation Area and the Green Belt and it is therefore doubly important to safeguard against encroachment as specified in paragraph 134 of NPPF.
- What started as a small local sporting facility for residents is now developing into a much larger and more invasive centre for football
- The stated original purpose of including a small recreational area within the estate was for the quiet enjoyment of residents (tennis and bowls were initial pastimes). This purpose was a key feature of the original estate design (set out in Chorltonville's historic documents). This area has now been purchased by non-residents – but all Chorltonville owners are bound by commitments against public impacts on their neighbours. The character of this intended low key and countryside activity should be preserved, rather than be lost.
- The whole concept of Chorltonville and its heritage was to be an integration of city and country environments on the boundary of the urban area of Manchester and the surrounding open countryside to improve the health and wellbeing of urban residents. Blurring of this boundary through urbanising development completely undermines the historical concept of the Garden Village, conflicts with the reasons for having Conservation Area status, and will permanently damage the heritage asset. Safeguarding of the Conservation Area and its heritage is paramount to preserving its character.
- Residents are of the opinion that the club has a history of planning non compliance and do not see why the club would adhere to any new agreement.
- Increasing numbers of spectators are attending matches.
- No good reason has been given as to why the club needs extra usage of the floodlighting.
- Concern is raised that the lighting is not used at the specified lux levels.
- Question that validity of the Habitat Survey which concludes that the additional usage will not impact on wildlife,
- The noise assessment attempts to justify the proposal rather than providing an objective commentary on existing and proposed noise levels associated with the proposal.
- The noise report makes no reference to the public address system.
- The further use of the existing floodlights is not necessary in conjunction with use of the football field, rather it is desired by the applicant and suits their commercial aspirations.
- The proposal would have a negative impact on the character and appearance of the Chorltonville Conservation Area by virtue in increasing the visibility and intensity of the football field, a relatively new addition to the area in comparison to the c.1910 origins of the garden village.
- Residents ask if the club needs or has planning permission for the public address system.
- The club uses the floodlights in excess of what is permitted.
- The reduction from 30 to 24 was not the result of negotiations with residents.
- Granting consent will result in the reason attached to the original condition being breached.
- The additional usage of the floodlights will result in more traffic in the area.
- The club did not comply with the requirement to submit a usage report at the end of each season.
- It is queried if the lights can be used for other than the first team.
- This is not a suitable location for the club.

- There is no bat survey
- A more restrictive period may be better

Representations for:

- The football club have been good neighbours, as well as providing facilities for the area.
- In particular their stewarding of parking on match days has been excellent.
- there is a considerable value in supporting a local football team.
- It is great to see local families and the children enjoying themselves and it helps to foster a sense of community pride.
- It also adds a financial benefit to the area as people buy refreshments in the club house and surrounding area. The club supports local youth groups and offers a valuable community resource
- The club is well organised and managed.
- It is important that the club is in a position to offer facilities, amenities and standards that enables it to participate in the league on a comparable basis to the other clubs.
- The club provides a social , recreational and sporting service for the Chorlton community and is widely viewed as being both progressive and well run .
- It caters for at least 250 young people of both sexes providing them with healthy outdoor activities.
- The additional evening matches and additional spectator infrastructure will assist the club in keeping up with the standards required and of adding to a general improvement of the amenity.
- The lights are only needed on 6% of evenings this is not a problem.

Chorlton Voice

Object to this application which will adversely impact on the amenity of residents as well as harming nocturnal wildlife.

Environmental Health

What the club are proposing is not onerous and Environmental Health have no grounds to recommend refusal of the extended use of the lights provided the remedial measures in terms of the light angles are implemented.

The additional light assessment show that the flood lights meet the ILP criteria for a suburban area pre-curfew, there are issues post curfew so it needs to be conditioned that the lights are turned off by 10pm.

There is an issue with the access lights and mitigation measures are required. A post completion report is required to confirm that the mitigation measures have been implemented and there is no impact to the residents from these lights.

Environmental Health have no concerns over the noise impact of the additional matches. The only noise that we see some potential issues with during the matches is from the tannoy and suggest a condition that controls the noise level of the tannoy.

Greater Manchester Ecology Unit

Greater Manchester Ecological Unit have no objections to the application on Ecology grounds. A restriction in the use of the floodlights so that they are required to be switched off at 22.00 hrs on each use should be maintained.

Policies

National Planning Policy Framework

The Framework is a material consideration in planning decisions and underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of development.

The Governments Guidance on Protecting Green Belts can be found in Paragraphs 133 to 142 of which paragraphs 133, 134 and 141 are relevant to this application.

Paragraph 133 sets out that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 sets out that Green Belt serves five purposes: a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 141 sets out that once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

In respect of proposals affecting the Green Belt the NPPF states at Paragraph 143 that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraphs 144 prescribes that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are: a) buildings for agriculture and forestry; b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land

within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; e) limited infilling in villages; f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Paragraphs 170 through 173 address conserving and enhancing the natural environment.

Paragraph 170. Planning policies and decisions should contribute to and enhance the natural and local environment and should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

Habitats and biodiversity are covered by paragraphs 174 to 177 of the NPPF Paragraph 175. When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

The NPPF's guidance on proposals affecting heritage assets is contained within paragraphs 189 to 202. The relevant sections are reproduced below.

Paragraph 189 says that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 190. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 192. In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. Considering potential impacts

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan.

Policy SP1 (Spatial Principle)

This policy sets down the spatial principles that guide development in the City include the creation of neighbourhoods of choice. It also says "The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved."

Policy DM1 (Development Management)

This policy seeks to ensure new developments contribute to the overall aims of the Core Strategy. Issues which should be considered are those which will ensure that the detailed aspects of new development complement the Council's broad regeneration policies. These include the impact on amenity, including privacy, light, noise, biodiversity, landscape, archaeological or built heritage as well as Green Infrastructure including open space, both public and private.

Policy EN1 (Character Areas)

The policy says of the Mersey Valley Character Area, this is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as an important visual break between the South Area and Wythenshawe Environs. Extensive long range views exist from the valley sides and the major road network which bisects and runs along the valley. Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility.

Policy EN3 (Heritage)

This policy says throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

Policy EN9 (Green Infrastructure)

This policy says new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

EN10 (Safeguarding Open Space, Sport and Recreation Facilities)

This policy says the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces.

Policy EN12 (Area priorities for Open Space, Sport and Recreation)

This policy says South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN13 (Green Belt)

This policy seeks to protect Manchester's Green Belt and aims to ensure that the visual amenities of the Green Belt are not injured by development. Having considered the impact of the proposal on the openness of the Green Belt,

Saved UDP Policies CB1, CB15, CB16, CB20, CB23, CB24, CB25, CB40 and CB44 seek to preserve and improve the character and appearance of the Mersey Valley area.

Saved UDP Policy DC18 seeks to protect the City's Conservation Areas from inappropriate development and seeks to manage change appropriately.

Saved UDP policy DC26 seeks to protect the amenity of an area from the adverse impact of noise generating developments.

Blue Green Infrastructure

The strategy lays the foundations for the preservation and improvement of green and blue infrastructure within the City.

Issues

Principle

This application seeks to increase the usage of the existing flood lights that were granted planning permission, reference 093164/FO/2010/S1, in July 2010 following a site visit by Committee members. The consent was granted subject to the following condition-

The floodlights erected pursuant to the permission hereby granted shall not be used except:

- a) between the hours of 3pm and 5pm on Saturdays and

b) on a maximum of 12 occasions in each period between 1st August and 31st May (relating to a football season) between the hours of 7pm and 10pm on weekdays. The applicant shall submit a statement at the end of each season outlining the occasions on which the floodlights were used for as long as the floodlights are in place.

The reason for the condition was given as -

To limit the capacity of the WD&CFC for more intense use of the football ground and thereby to limit the potential for any loss of amenity to the occupiers of the adjoining residential properties pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

Having, previously granted consent for the principle of flood lighting the issue to be considered is the impact that the additional usage of the lights would have. The issues are discussed in detail in the following sections.

Future intentions of the club.

The site comprises an existing football ground and the proposals in this planning application will not alter the use of the application site. Improvements and alterations are necessary to enable the club to make best use of the existing ground and support the facilities and allow them to prepare in advancing to the next tier of the National League System in the future. The use of the floodlights is not limited to the first team and the club now runs a number of teams. The additional usage of the floodlights would facilitate the continued evolution of the club.

Whilst the original reason for the condition was to limit the potential for the more intensive use of the site and the consequential impact on the amenity of residents, the passage of time means that it is not unreasonable for this issue to be reconsidered as circumstances change.

Intensification of use.

Currently the flood lights can be used on Saturdays between 3 pm and 5 pm during the football season which for the benefit of the planning permission runs from 1 August to 31 May, and on a further 12 weekday evenings between 7pm and 10pm. This application initially sought to increase the number of times the floodlights could be used on weekdays to 30, however, this has been reduced to 24.

The season lasts 305 days, the pitch could be used with floodlights for around 43 Saturdays, dependent upon how the season falls in the calendar. The pitch cannot be used with floodlights on Sundays, so excluding Sundays that would leave a possible 219 weekdays when the pitches could potentially be used during the season, subject to the availability of floodlighting. The current use of the floodlights for 12 occasions throughout this season equates to approximately 6% of the available days and this would increase to approximately 12% should consent be granted for extended use on 24 occasions. Thus whilst the club are seeking a 100% increase in the number of weekdays on which the floodlights can be used, it remains

a relatively small number of the total number of days within the season, and leave 185 days when the floodlights cannot be used, more if you include Sundays.

On balance it is considered that the proposed increase from 12 to 24 is not significant when taken across the whole of the season.

Floodlighting assessment.

In preparing the assessment of the floodlighting the applicant's consultant identified the site as being within Environmental Zoning E3. This was accepted by Environmental Health as being an accurate assessment. The full list is reproduced below.

Zone rating	Description
E1	Areas with intrinsically dark landscapes National parks or residential areas with strict limits on light trespass Roads usually unlit
E2	Areas of low ambient brightness Outer urban or rural residential areas
E3	Areas of medium ambient brightness Urban residential areas
E4	Areas of high ambient brightness Urban areas, residential and commercial with high levels of night time activity

Residential Amenity

The original consent was limited to 12 weekdays as that was what the applicant had applied for. In view of the passage of time it is not unreasonable for the club to bring forward proposals to change this. Residents have highlighted the issues of noise, parking and the intrusive nature of the floodlights and the impact these have on their amenity. In support of the application the applicant has provided a lighting and noise surveys.

Both reports have been assessed by Environmental Health and based on the reports it is considered that there would be not significant impact from either noise or the use of the floodlights, as long as the latter remain focussed on the playing area and are switched off at 10pm. Concern was expressed that the lighting used to ensure that the site can be vacated safely could impact on the amenity of residents, the report highlights measures that could be taken to ensure that the impact is not significant. Both the cut off time for the floodlights and the measures to improve the ancillary lighting can be addressed through condition.

The season is approximately 43 weeks long and therefore equates to one match every other week plus three other matches, although there is nothing in the previous condition that would have prevented the club playing five games in one week.

Whilst the installation of the public address system does not require consent this application provides an opportunity as part of assessing the impact of the development on residential amenity to impose a condition to mitigate its impact should consent be granted.

On balance it is therefore considered that an increase in usage of the floodlights of 12 times per season would not significantly impact on residential amenity.

Impact on the character of the Conservation Area

The impact of the floodlighting on the character of the Conservation Area was assessed as part of the consideration of application reference 093164/FO/2010/S1. This application seeks only to increase the use of the lights and not to change their appearance or number. The proposed development will not therefore impact on the character of the Chortonville Conservation Area or cause harm to the significance of the designated heritage asset.

Impact on the Green Belt

The impact of the floodlights on the Green Belt were assessed as part of the original application reference 093164/FO/2010/S1, as there are no changes to the lights it is not considered that the proposal will change the impact upon the Greater Manchester Green Belt.

Impact on Ecology

The Ecology report has been considered by the Greater Manchester Ecology Unit and they are satisfied subject to the imposition of a condition that the floodlights continue to be turned off at 10pm. The development will not have a negative or harmful impact on local ecology.

Breaches of Planning Control

Residents have highlighted breaches of planning control in respect of the usage of the floodlights and the failure of the club to provide the required end of season reports on floodlight usage. The alleged breaches are that twice the floodlights have been used out of season, twice outside of the permitted hours, and twice the club have exceeded the limit of 12 games per season, two games in each of the 2016/17 and 2017/18 seasons. The club have submitted an account of the midweek usage of the floodlights and this confirms that in 2016/16 one extra game was played in excess of the 12 and in 2017/18 three extra games were played. Whilst breaches of planning control are serious matters, in these instances they do not equate to a systematic breaching of the conditions that necessitate the taking of enforcement action. Enforcement action can only be taken in respect of ongoing breaches of planning control and this was not considered to be the case in relation to this site.

There have been other complaints in respect of breaches of planning control, including the use of the club house for a summer school and the installation of a generator. These issues have been resolved.

Undertakings by the Club

Residents claim that the club is in breach of undertakings it has given them in the past notably about its future plans for growth. From a planning perspective there are no Planning Obligations or conditions in place to this effect and the conditions in respect of the floodlights were imposed over ten years ago. It is therefore legitimate for the club to seek to vary the condition in the light of changing circumstance. Any agreements between residents and the club, verbal or otherwise are not a material consideration in the determination of the application, which must be considered on its planning merits.

Conclusion

The football club and the floodlighting are established features within the area and presumably will remain so irrespective of the outcome of this application. In considering the proposed development the issue is the impact that the extra 12 nights use of the floodlights. Having regard to the technical advice submitted and that as a total of the football season as a whole the number of nights remains quite small, around 12% it is on balance considered that any additional harm arising from the extra nights is not so significant as to impact in the amenity of residents.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this 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:

Lighting Report by ECS Consulting reference 22/074/LR/01/B received 24 July 2020

Noise Assessment by Hepworth Acoustics reference P19-459-R01v2 received 10 January 2020

Ecology Report by Rachel Hacking Ecology received 25 July 2019

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

3) The floodlights erected pursuant to the permission hereby granted shall not be used except:

a) between the hours of 3pm and 5pm on Saturdays and

b) on a maximum of 24 occasions in each period between 1st August and 31st May (relating to a football season) between the hours of 7pm and 10pm on weekdays.

The applicant shall submit a statement at the end of each season outlining the occasions on which the floodlights were used for as long as the floodlights are in place.

Reason - To limit the capacity of the WD&CFC for more intense use of the football ground and thereby to limit the potential for any loss of amenity to the occupiers of the adjoining residential properties pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester

4) The floodlighting hereby approved shall be maintained in accordance with the manufacturers specifications and be directed onto the playing surface at all times.

Reason - To prevent any loss of amenity arising from the floodlights being deflected and shining into nearby residential properties pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) Within three months of the date of this consent the recommendations of the revised lighting report by ECS Consulting reference 22/074/LR/01/B received on 24 July 2020 shall be implemented in full, and a verification report submitted to the Council for approval.

Reason To protect the amenity of the occupiers of adjacent nearby residential accommodation pursuant to Core Strategy policy DM1.

6) Within three months of the date of this permission a scheme shall be submitted to and approved in writing for the management , control of noise levels from the public address system should be designed, managed and controlled to a levels of the public

address system. The approved scheme shall be implemented as part of the development and maintained thereafter

Reason- To protect the amenity of residents from excessive noise pursuant to Core Strategy policy DM1 and Save Unitary Development Plan policy DC26.

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: 124335/JO/2019 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:

**Environmental Health
Greater Manchester Ecology Unit
Highway Services
Environmental Health
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 :	Dave Morris
Telephone number :	0161 600 7924
Email :	dave.morris@manchester.gov.uk

