



Planning and Highways Committee

Date: Thursday, 16 November 2023

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.. **There is no public access from any other entrances of the Extension.**

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Lyons (Chair), Shaukat Ali, Andrews, Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Johnson, Kamal, J Lovecy and Riasat

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 19 October 2023. 5 - 10
5. **130387/FO/2021 - The Former Gamecock Public House Boundary Lane Manchester M15 6GE** 11 - 84
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **137346/FO/2023 - Land Bounded By Naval Street To The North, Poland Street To The East, Jersey Street To The South And Radium Street To The West Manchester** 85 - 152
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **135952/FO/2023 - Atlas Business Park Simonsway Manchester M22 5PR** 153 - 186
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **137172/FH/2023 - 126 Chichester Road Manchester M15 5DZ** 187 - 196
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.

Late representations will be summarised and provided in a Supplementary Information Report. Such material must be received before **noon on the Tuesday** before the meeting. Material received after this time will not be reported to the Committee, this includes new issues not previously raised during the formal consultation period. Only matters deemed to be of a highly significant legal or technical nature after consultation with the City Solicitor will be considered.

Material must not be distributed to Planning Committee Councillors by members of the public (including public speakers) or by other Councillors during the meeting. The distribution of such material should be in advance of the meeting through the Planning Service as noted above.

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:
Callum Jones
Tel: 0161 234 4940
Email: callum.jones@manchester.gov.uk

This agenda was issued on **Wednesday, 8 November 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on 19 October 2023

Present: Councillor Lyons - In the Chair

Councillors: Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Johnson, Kamal and Lovecy

Apologies: Shaukat Ali, Andrews and Riasat

PH/23/76 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding application 135932/FO/2023 and 136878/FO/2023.

Decision

To receive and note the late representations.

PH/23/77 Minutes

Decision

To approve the minutes of the meeting held on 21 September 2023 as a correct record.

PH/23/78 136314/JO/2023 - 60 Oldham Street, Manchester, M4 1LE - Piccadilly Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding a variation of Condition 3 (Opening Hours) to planning permission 126960/JO/2020 (amended under 124836/NMC/2019) (as discharged under CDN/21/0969) to allow opening of premises the following hours: Sunday to Thursday – 11:00 to 02:30 (the next day); and Friday and Saturday – 11:00 to 03:30 (the next day).

60 Oldham Street had been converted into four apartments with the ground floor and basement changed to a restaurant and bar (126960/JO/2020 amended by 120878/FO/2018). The opening hours applied for and approved at the ground floor and basement were Tuesday 17.00-00.00, Wednesday to Saturday 12.00 to 13.30 and 17.00 to 00.00 (application ref no CDN/21/0969). A scheme of acoustic insulation was approved (CDN/21/0947).

The approval included the erection of a 7-storey building on an empty plot to the rear at 53 Spear Street to form five apartments. The consent had been fully implemented.

The site is in the Stevenson Square Conservation Area and on the edge of the Smithfield Conservation Area. It is in as the Northern Quarter which contains homes, hotels, commercial, places of worship, bars and restaurants.

Two objections had been received regarding the application.

The Planning Officer had nothing to add to the printed report.

The applicant attended but had nothing to add to the report.

Members queried if there was a mechanism to shield noise from the internal venue and how issues would be monitored between Planning and Licensing.

The Planning Officer stated that there was Acoustic Insulation installed and Environmental Health were happy with that, noting there was no objection raised by them. It was noted that the operating hours were most effectively managed through Licensing.

A member then raised concerns about the hours, live music and queried if a condition could be attached regarding occupancy levels.

The Planning Officer noted that noise levels had been tested by Environmental Health who were happy that there was no noise transfer if the venue stays within the noise management plan. The Planning Officer noted that this Committee was to deal with Planning issues, and they were satisfied with all Planning related issues. They acknowledged that there were tensions in this area but reiterated that they were satisfied with the noise management plan.

The Director of Planning noted that a condition regarding occupancy levels was difficult to do through the Planning process and advised members to not consider that.

Councillor Lovecy moved the Officer's Recommendation to Approve. Councillor Curley seconded the proposal.

Decision

The Committee resolved to Approve the application.

PH/23/79 135932/FO/2023 - East Manchester Academy, Grey Mare Lane, Manchester M11 3DS - Ancoats & Beswick Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the Installation of Multi Use Games Area (MUGA) together with the installation of 5-metre-high boundary treatment and 3-metre-high acoustic barrier.

The proposal was for the creation of a Multi-Use Games Area (MUGA) together with the installation of boundary treatment.

The proposal would result in the loss of grass playfield. Sport England have objected on this basis. MCR Active support the proposals.

The Planning Officer had nothing to add to the printed report.

The applicant did not attend, nor did any objector.

Members queried if the throwing cage due to be lost would be relocated and why the pitch was unusable and such poor quality. It was also noted that grass space was being lost and if that could be replaced by the planting of extra trees or something similar.

The Planning Officer noted that the drainage was poor which had led to the pitch being waterlogged. It would cost more to fix the drainage than what was proposed in the application. They noted that as Sport England had objected to the proposals, should the Committee be Minded to Approve, the application would be referred to the Secretary of State. There was a condition that the throwing cage would be relocated. The Planning Officer stated that a condition could be added regarding adding greenery.

Councillor Curley moved the Officer's Recommendation of Minded to Approve.

The Chair queried if members wanted to add a condition related to greenery. The Director of Planning noted that the condition would need to be carefully crafted as the application was subject to funding.

Councillor Kamal seconded the proposal of Councillor Curley.

Decision

The Committee resolved to be Minded to Approve, subject to the conditions set out in the report and an additional condition, the wording of which is to be agreed by the Director of Planning and the Chair, regarding the adding of greenery to replace the lost grass pitch.

PH/23/80 136878/FO/2023 - 4B Albany Road, Manchester M21 0AW - Chorlton Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing regarding the erection of a 4-storey building to form 40 no. residential apartments, together with cycle and car parking, bin store, landscaping, and boundary treatments following demolition of existing buildings.

The application related to the erection of a 4-storey residential development comprising 40 affordable apartments, following demolition of an existing business premises together with the provision of car parking, cycle parking and landscaping.

Following notification of the application 15 representations have been received, including 13 objections, 2 in support and 1 neutral response with comments.

The Planning Officer had nothing to add to the printed report.

An objector attended and addressed the Committee, noting that they owned a local recording studio that had been there for 20 years. The recording studio was close to the proposed site and it was felt that the construction phase of development would create a level of noise that would stop their ability to work. They felt that the noise report provided had not considered their business needs. There were no mitigation measures in place for the noise created during construction for their business. The objector requested that the Committee declined the application, but if they were to approve it then to add strong conditions regarding noise and vibration during construction or that there should be some financial compensation available in order that they could operate from an alternative studio during that noisy time.

The applicant's agent addressed the Committee, noting that there had been prior engagement with local residents, ward councillors and planning officers before submitting the application. They noted there would be short-term, temporary disruption during construction but that there had been no objection from Environmental Health and the disruption needed to be balanced with the social value of the proposals. Construction timing and activity was proposed to be regulated by conditions from officers. The applicant would register with the considerate constructors' scheme and liaise with the studio. This was a 100% affordable scheme, which was noted as being much needed. The application would not result in any overlooking, overshadowing or loss of light for its neighbours. Energy for the proposed site would be 100% electric, with no gas used. The level of parking proposed had been deemed acceptable by Highways Officers. The scheme would improve Biodiversity. The applicant's agent felt this was a much-needed scheme for the area.

The Planning Officer noted that it was key that the applicant was fully aware of the concerns raised by the neighbouring recording studio and had agreed to all points listed within the construction management plan including a communication strategy with neighbouring occupiers and businesses, including the recording studio. This would mean that the recording studio would be pre-warned of noisy activities. The applicant had also confirmed that they would join the considerate contractors scheme. The officer also stated that demolition could take place under a prior approval notice without the level of control available through this planning application process and that works could take place without the need for planning permission which could bring substantial noise and disturbance, such as refurbishment works, and replacing hard standings. It is also the case that the application property could be used for a variety of other uses without the need for planning permission without any control by the Local Planning Authority in relation to hours of operation, outside working, or numbers of HGVs for example. The proposed construction management plan offered reasonable levels of mitigation in this case. It was also stated that the applicant had confirmed that Pad Foundations would be used rather than more intrusive traditional foundation types.

Members raised queries regarding the architecture, biodiversity and the wording of the condition relating to communication between the applicant and the recording studio.

The Director of Planning stated that construction was difficult to control but they, alongside the Chair, could look at the wording regarding the Construction

Management Plan and in particular the requirement for a community consultation strategy, and that this should provide detailed time frames for demolition works and additional requirements relating to details of notification of noisy activities..

The Planning Officer stated that negotiation had taken place with the applicant to secure a quality approach to architecture and also clarified that the existing site consisted largely of built form and hard standing and that the proposal included soft landscaping, the planting of five new trees and bio-diversity enhancements.

Councillor Curley moved the Officer's Recommendation of Approve subject to additional wording within the construction management plan condition.

Councillor Hughes seconded the proposal.

Decision

The Committee resolved to Approve the application, subject the conditions set out in the report, including an amendment to the condition relating to the construction management plan, the wording of which is to be agreed by the Director of Planning and the Chair.

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Application Number	Date of Appln	Committee Date	Ward
130387/FO/2021	13th May 2021	16 th November 2023	Hulme Ward

Proposal Erection of a part 7, part 9 storey purpose built student accommodation building comprising 146 bed spaces (Sui Generis use class) with ancillary amenity space, a ground floor community hub (proposed for Use Classes F2(b), E(b), E (3), E(f)) and associated landscape works and infrastructure

Location The Former Gamecock Public House, Boundary Lane, Manchester, M15 6GE

Applicant Curlew Alternatives Eighth Property LP, C/o Agent

Agent Mr Daniel Ramsay, Turley, 1 New York Street, Manchester, M1 4HD

Introduction

The proposal is for a part 7, part 9 storey purpose built student accommodation (PBSA) building to provide 146 bed spaces.

A scheme was reported to Planning and Highways Committee on the 27 July 2023 for a part 7, part 11 storey PBSA building providing 197 bed spaces. The Committee were 'minded to refuse' on the basis that PBSA of this size would be contrary to maintaining a sustainable mixed residential neighbourhood.

History of application

There were objections to the original proposal in May 2021, from neighbours, 'Block the Block' a resident-led campaign supported by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme, Hopton Hopefuls, 2 employees of Manchester University, a GP practice on Booth Street West, the Guinness Partnership and One Manchester. A few representations were also received from members of the public supporting the proposal. Councillors Annette Wright and Lucy Powell MP objected.

The Committee were Minded to refuse the proposal on 31 May 2022, based on its' scale and parking issues; Revised drawings were submitted to address the reasons for refusal. Members were 'minded to refuse' the revised scheme on 20 October 2022 on the basis of: The scale of the proposal and the dominant visual impact; and, a lack of parking in close proximity to the entrance for those with disabilities and the use of on-street spaces for disabled parking spaces.

The applicant submitted additional information in relation to accessible parking. In addition to the accessible spaces previously identified on street, there would be a further three accessible spaces off Camelford Close near to the entrance with Cooper House. The provision of these spaces addressed the committees concerns and a policy based reason for refusal could not be substantiated.

Concerns had been raised about the scale of the proposal and its dominant visual impact. In recommending the proposal in October 2022 and subsequently in July 2023, officers considered the scale and form be appropriate based on an earlier appeal decision in 2008 which allowed a residential development of a similar scale. The Inspector considered impacts on the character and appearance of the surrounding area particularly in relation to scale, height and massing; in addition to the living conditions of those in Cooper House. The current proposal is now lower.

Given there are no changes in circumstances either by way of planning policy or site-specific characteristics, this decision remains relevant despite the appeal being some time ago. Officers consider that there is no policy based refusal on the grounds of scale and massing that could be reasonably sustained.

The City is home to around 80,000 students, the majority of whom live in Manchester during the academic year. They are an integral part of the City's residential community. They generally live in areas close to the Universities or on accessible transport routes and support the creation of sustainable mixed residential communities. There is considerable evidence that students are choosing to live in mainstream accommodation in and around the city centre on the basis that there is an undersupply of PBSA. This proposal could help to free up mainstream accommodation. Officers believe that there is no policy based reason for refusal on the grounds that a proposal for PBSA would undermine maintaining a sustainable mixed residential neighbourhood.

Executive Summary

The proposal is for a part 7, part 9 storey PBSA building providing 146 bed spaces.

There are 6 objections to the latest scheme and two neutral comments.

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 significant economic, social and environmental benefits. This is a previously developed brownfield site located in a highly sustainable location close to Oxford Road, the University Campuses and public transport modes and amenities. The development would meet the tests of Core Strategy Policy H12. The applicant has demonstrated that there is unmet need for the proposed student accommodation, there is University Support, it has demonstrated that the proposal is deliverable, the proposal is sustainable and provides an appropriate standard of accommodation (including supporting the wellbeing of students), meeting carbon objectives and delivering regeneration benefits in its own right.

Economic

The proposal would result in investment and deliver 146 student rooms. The ability to attract students, particularly as a high proportion of graduates stay in the City once they have finished their course, is vital to a successful and thriving economy. Direct

and indirect construction jobs are expected to be created. 5 jobs would be created once the development becomes operational.

Social

A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The provision of high quality student accommodation is vital to attract the right skills to the city given the high graduate retention rates. Amenity areas in the student accommodation would allow for interaction and sharing of ideas as well as supporting student welfare. 20% of beds would be provided at a 20% reduction on market rent to ensure the scheme is affordable. A community hub on the ground floor would be available to the wider community.

Environmental

This would be a low carbon car – free building, except accessible spaces in a highly sustainable location. 93 secure cycle spaces would be provided. The public realm would be improved around the site with trees and hard landscaping. Biodiversity would be improved with new habitats created and a wildflower green roof included at the 7th floor. Flood risk can be managed. The ground conditions are not complex or unusual. The height, scale and appearance would be acceptable. 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 local residents

The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members' consideration.

Description

A revised application was considered by Committee on 27 July 2023 when Members resolved to be 'minded to refuse' and requested that a report be brought back to address concerns that purpose built student accommodation of this size was contrary to maintaining a sustainable mixed neighbourhood. The proposal has now been revised and the reasons why a refusal could not be sustained set out above.

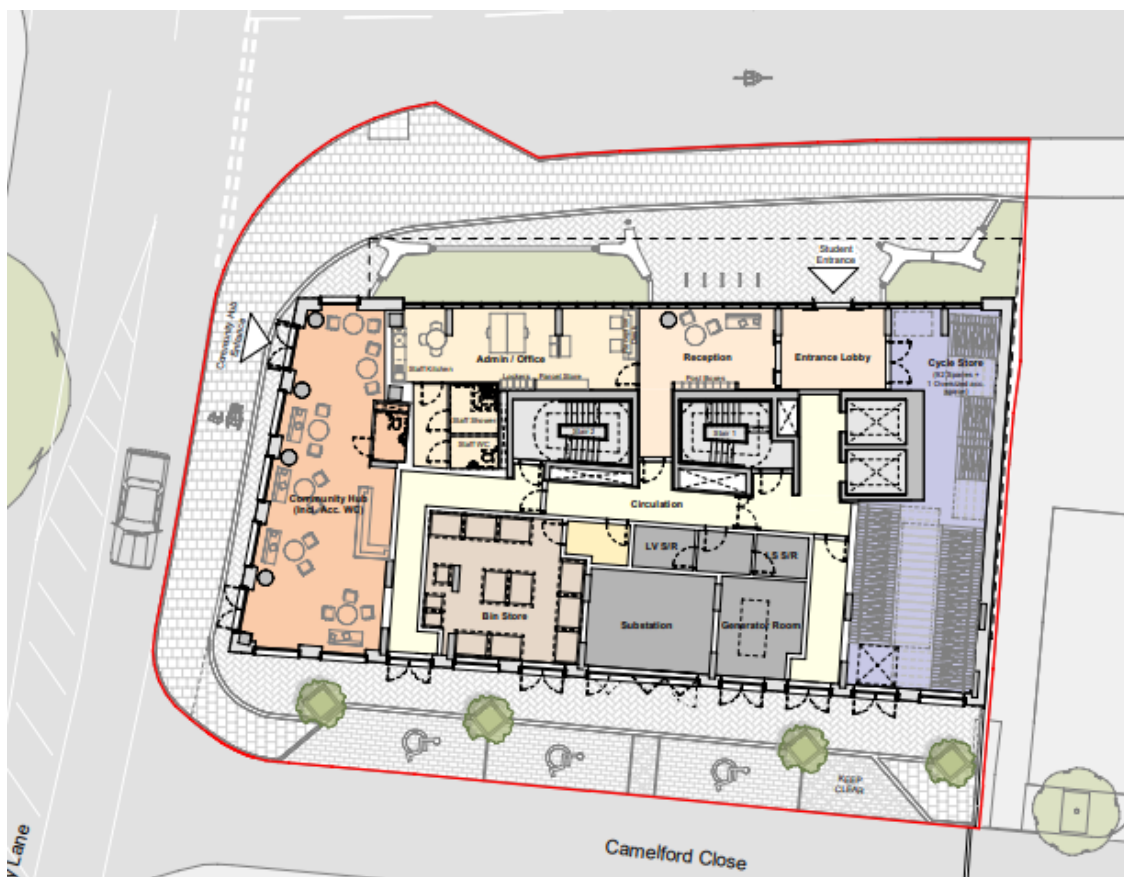
This 0.13 ha site at the junction of Boundary Lane and Booth Street West, is occupied by a two storey, pub which has been vacant for some time and is dilapidated. The pub would be demolished, and the site redeveloped.

The area to the west of Boundary Lane consists of two, three and four storey homes and the area between Boundary Lane and Higher Cambridge Street contains taller blocks.

Proposal

The proposal is for a part 7, part 9 storey PBSA building, providing 146 bed spaces in studios and clusters with ancillary amenity space, a ground floor community hub (proposed for Use Classes F2(b), E(b), E(3), E(f)) and associated landscape works and infrastructure

- 76 no. studio apartments
- 7 no. cluster units (Sui Generis use class)
- A ground floor community hub measuring 84 sq.m
- 210 sqm amenity space and laundry at level 8 for all residents
- Reception area, plant, substation, staff amenity space and office on the ground floor
- 93 secure cycle parking spaces at ground floor;
- Bin store on the ground floor, to accommodate 19No 1100L bins & 6No 240L bins for the student accommodation and 2.5 240L bins for the community hub collected twice a week
- Rooftop photovoltaic panels, air source heat pumps, electric heating, mechanical ventilation with heat recovery and a green roof at level 7.
- The scheme would comply with Part M requirements.
- Servicing and refuse collections would take place from the lay-by on Booth Street West.
- Three disabled accessible car parking spaces





Planning History

085071/FO/2007/S1 - Erection of a part 11 storey/part 7 storey building comprising 42 self-contained flats with 41 parking spaces in basement, ground floor and mezzanine floor following demolition of existing public house. Refused 25 July 2008.

1. The proposed building would by reason of its scale and architectural massing would be an over-dominant and intrusive feature in the street scene to the detriment of the visual amenity of the area. The proposed development is therefore contrary to the provisions of policies H2.2 and H2.7 of the Unitary Development Plan of the City of Manchester and the Guide to Development In Manchester which is a supplementary Planning Document.
2. The proposed development fails to make adequate provision for private amenity space for the residents of the proposed development. The proposed development is therefore contrary to the provisions of policies H2.2 and H2.7 of the Unitary Development Plan of the City of Manchester and the Guide to Development In Manchester which is a supplementary Planning Document.
3. The proposed development by reason of its excessive height and architectural massing would have an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity. The proposed development is therefore contrary to the provisions of policy H2.2 of the Unitary Development Plan for the city of Manchester.

The applicant appealed the decision which was allowed, granting planning permission.

099285/FO/2012/S1 - Erection of part 8 part 11 storey building comprising 48 units (38 x 4 bed and 10 x 3 bed) to provide student accommodation (Sui generis).
Refused 28 August 2012.

Reasons for refusal:

1. The applicant has failed to demonstrate that there is unmet need for the proposed student accommodation or that they have entered an agreement with an education provider for the provision of student accommodation. As such the proposal is not in accordance with the provisions of Policy H12 of the Core Strategy of the Local Development Framework.
2. The proposed building would be reason of its scale and architectural massing be an over-dominant and intrusive feature in the street scene to the detriment of the visual amenity of the area. The proposed development is therefore contrary to the provisions of policies SP1, EN1, EN2 and DM1 of the Core Strategy of the Local Development Framework. The guidance contained in para 14 of the National Planning Policy Framework supports refusal.
3. The proposed development fails to make adequate provision for private amenity space for the residents of the proposed development. The proposed development is therefore contrary to the provisions of policies EN1 and DM1 of the Core Strategy of the Local Development Framework and Para 14 of the National Planning Policy Framework.

Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified is attached.

6 letters of objection have been received in relation to the revised plans on the grounds that:

- Disruption to the lives of those in Cooper House and Hopton Court due to noise nuisance, rubbish, anti-social behaviour and increase in traffic.
- Query over the fact that Camelford Close is a private road, not adopted highway, therefore how can the developer ensure provision of the three disabled accessible car parking spaces.
- Scale and proximity of building to neighbouring buildings. The mass of the building would be closer to Cooper House than previous plans with only 17m to bedrooms. In 2008 a scheme was refused and upheld on the 'canyon effect' on Cooper House. This will reduce light to the north face of Cooper House and the kitchens, bathrooms and second bedrooms on this elevation. This will exacerbate issues of lighting and heating in an energy crisis. The north facing aspect of Cooper House has temperatures 3 degrees lower than other aspects due to lack of solar gain. Cooper House is social housing and the development will impact on the poorest in society for the profits of the wealthiest. The gardens on Hopton Court will lose light.

- The proposal will leave inadequate access to Cooper House from Camelford Close by virtue of the close being narrow and poorly maintained, barely adequate for two-way passage. Students will have cars and during arrival dates the access to Cooper House will become blocked, or vehicles will park either side and egress onto Boundary Lane will be hazardous in close proximity to Trinity High School.
- Impact of construction upon residents and those travelling to school.
- Imbalance in population marginalising an existing community causing harm to social cohesion, placing pressure on existing infrastructure and a transient population that does not sustain local business. During Covid students also drove up infection rates. Hulme needs low-rise affordable family accommodation and community facilities. Thought should also be given to the homeless crisis.
- Community space offer attempt to influence committee, the community will not access this space, it will be a party room for students and add to noise nuisance.
- Loss of green space/trees and lack of biodiversity net gain
- Insufficient evidence of need for PBSA
- Lack of private amenity space for future occupants
- Lack of parking and cycle parking

Two neutral comments relating to the impact on the access to Cooper House from Camelford Close referred to above and querying documents.

25 letters of objection were received on the scheme that reported to committee in July on the grounds that:

- The building will block light to surrounding windows of residential property impacting negatively on mental health to the detriment of the local community, this will also remove light and heat which is felt more acutely due to the energy crisis.
- The building is not suitable for the local area due to scale and impact, this is the fourth application of this nature and still has a canyon effect on Cooper House. The scheme is 2 storeys higher than the 2008 application.
- Reducing the building by a sixth will not make a substantial difference to light or privacy or with regards to the disruption that construction will cause.
- Residents have suffered an increase in traffic due to making Oxford Road corridor traffic free
- Previous applications have been refused here
- Not enough time was given to consider revised drawings (neighbours were notified of the revised drawings on the 6th September and comments will be taken up until the date of the printed late representations)
- Localised impacts not outweighed by any wider benefit conveyed.
- The scheme will allow significant potential for noise disturbance and general anti social behaviour in close proximity to bedrooms, particularly second bedrooms that accommodate children in Cooper House.
- Inadequate access – Cooper House is only accessible by vehicle from Camelford Close, the proposed development has no parking, despite claims that students will not have cars, this will not happen and this access will become blocked.

The construction phase will also impact to the detriment of the operation of the highways surrounding with concerns expressed about road safety for children.

- Students are imbalancing the community to the detriment of social cohesion. -

There is no infrastructure to support additional people or traffic. The area is blighted by litter, alcoholism and traffic

- Hulme needs affordable housing, community facilities and green space not development for profit.
- The impact on Meredith Court has not been assessed, which is immediately adjacent. (Meredith Court is located over c.68m from the application site boundary)

A planning consultant was engaged to object on behalf of a group known as 'Block the Block' a resident-led campaign support by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme.

The objection set out the reasons given for refusal for the previous proposed PBSA scheme on this site (ref: 099285/FO/2012/S1). They compare the two proposals to demonstrate that the reasons for refusal remain unsatisfied and raise additional concerns.

They state that the policy context remains the same as it did in 2012 and so these same policy tests are relevant to the current planning application and are a material consideration.

1. Applicant failed to demonstrate that there was an unmet need for the proposed student accommodation or that they had entered into an agreement with an education provider for the provision of student accommodation.

As set out in our original letter of objection, we do not consider there to have been a robust case put forward to evidence the need for the proposed PBSA. They also question the affordability of the units and consider that the proposal is not in accordance with policy H12.

2. Because of its scale and architectural massing the proposed building would have been over-dominant and intrusive in the street scene to the detriment of the visual amenity of the area.

The proposed development has been reduced in height to part 7, part 11. Whilst they accept that that this goes some way to addressing the requirements of Core Strategy policy DM1, they still consider the proposed massing and bulk to be inappropriate and incongruous in this setting. They consider that the site coverage would be over-dominant and have a resultant lack of public realm or landscaping.

3. Proposals failed to make adequate provision for private amenity space for the residents of the proposed development.

They consider that there is no outdoor amenity space and that no improvements have been made to the public realm or landscaping. They consider that this is contrary to the provisions of policies SP1 and DM1.

4. By reason of its excessive height and architectural massing, the proposal would have had an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity.

They acknowledge that the revisions have gone some way to address this concern with regards to height. However, they still consider that the building's scale and massing will result in an unacceptable impact. They refer to the updated Daylight and Sunlight Assessment and state that whilst the figures within the document show a minimal improvement over the previous plans, there are still a significant number of windows that would be unduly impacted beyond the BRE guidelines, having an "adverse impact." They state that in the case of Hopton Court, it should be noted that the apartments are single aspect and that the reductions predicted will have a hugely detrimental impact on residents who have only one source of daylight that will be effected by the proposed development. They state that with the increasing cost of energy, the increased requirement for artificial lighting will incur a greater cost for the existing residents than previously and that the committee and officers should consider the economic implications caused by the proposed development which would be significantly disadvantageous. They consider that the proposal fails to satisfy the criteria for policy H12 and DM1 of the Core Strategy as well as Chapter 12 of the NPPF.

5. The proposed development failed to achieve the high standard of design required for such large buildings.

They do not consider that the amended plans satisfy the requirements of policy EN2 for Tall Buildings. They state that the blank eastern elevation is of concern, despite the addition of the brick detailing and, given its visual prominence, would detract from the area's overall quality. They comment on the quality of the public realm and lack of amenity space. They comment that within policy H12, criterion 3 directs how, "high density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in onstreet parking in the surrounding area." They state that the applicant has justified the density of this development in the context of the wrong character area, seeking to argue that it forms part of the Oxford Road corridor and University districts, which they consider to be incorrect.

They state that with regards to the response to the lack of car parking for disabled persons by proposing to use existing on street spaces that this will ultimately result in a loss of non-disabled spaces rather than providing additional spaces as required. They consider this will exacerbate an existing issue of flyparking. Comment is then made about other traffic concerns associated with the operation of student accommodation. They state that the expectation that the students and staff will not utilise cars is unrealistic. They state that the comings and goings associated with the operation of the student accommodation will have a detrimental effect on the amenity of existing residents and state that this formed a reason for refusal in 2012 and that the applicant has failed to justify these impacts and they therefore state that the scheme is contrary to policies SP1 and DM1.

The objection set out that they are concerned by the impact on trees, construction management and the tokenistic nature of the community hub and query the wording of the recommended condition stating that having to agree the use of the community hub with the developer is not inclusive of the community. It also went further to question the quality of the accommodation proposed.

One letter of support was received with regards to the state of the current site and its impact on the community with the flytipping and associated vermin that are present on site.

72 letters of objections were received in relation to the originally submitted plans associated with the application on the grounds that:

- Yet another large, tall MMU building that is planning to be built accommodating a further 261 students into an area (Hulme) that already has far too many students compared with other people living in the neighbourhood. This does not create community cohesion.
- Another massive block that is out of keeping and will further contribute to the unbearable living conditions that exist in Hulme. Antisocial behaviour, drug dealing and littering is a result of the presence of students. Residents want to live in peace and get a decent night sleep throughout the whole year and not only when students return home. We have drug dealers selling drugs to students under our windows and students mistaking us residents for drug dealers. Children are living in the community and are being shaped by this.
- Hulme has become too noisy, too crowded and very contaminated.
- The development will completely remove sun and any view from Cooper House and Hopton Court, this will impact on mental health and there are mental and physical health implications of living next to a development site for 2 years. Construction will also cause traffic difficulties.
- This development will render the use of the communal garden for the tenants of Hopton Court as undesirable.
- In 2008 the Planning Committee refused a 9 storey building citing, amongst other things, 'canyon effect' and its impact on Cooper House. This application is a full 4 storey higher, this building will be completely overbearing.
- All properties within Cooper House have a north facing aspect to their kitchens, bathrooms and second bedrooms, there are already significant problems in terms of light and heat. This will incur higher heating and lighting bills to a social housing development effectively penalising the poorest in society for the profits of the wealthiest.
- Significant potential for noise disturbance and general anti-social behaviour within close proximity to the second bedrooms within Copper House generally used by children.
- Cooper House is only accessible from Camelford Close. This is a narrow, poorly maintained, cul-de-sac, barely adequate for two-way passage, with already badly obscured visibility, due to parking, at its egress onto Boundary Lane. The proposed development has no parking, nor is there any provision for deliveries. Regardless of any claims that students will not be permitted cars, this is unlikely to be adhered to, which will lead to blocking of access and abuse of the parking provided within the boundaries of Cooper House.
- The offer of a community space is a facility that is unlikely to be accessed by the community and is more likely to be used as a party room for students and likely to add to noise and anti-social behaviour.
- The site needs low rise affordable housing not high density high rise student accommodation.
- Loss of trees and no bio-diversity
- Pressure on existing infrastructure.
- Comment that this is Hulme, not the City Centre.

- Question in relation to the needs for provision of accommodation for musicians
- The decision is a commercial one.
- The impact on the community due to more transient people living there, causing noise, disturbance, litter and anti-social behaviour, impacting on mental health.
- It is too close to Cooper House - 25 meters from windows. It will block out their sunlight and be overbearing.
- The scale and massing of the building is too high in respect of existing buildings and will take away our sky, be overdominant and cause overlooking. This is not the city centre. Loss of light impacts on mental health and residents will need to spend more on energy bills.
- The development would impact on the elderly, Hopton Court has been designated an over 55's retirement community. Data provided by Cornbrook Medical Practice show that residents are suffering from long term conditions and a high percentage are suffering from anxiety or depression. The shared garden is the only communal garden in the area and hosts community events, the development will block sunlight to these gardens.
- Disruption due to deliveries.
- Pressure on GP's and Dentists.
- Impact of the development on air quality, particularly having regard to those suffering from COPD.
- No on site parking even for disabled provision.
- The site is on a riverbed and will cause flooding in a flood risk area.
- Should be a community facility or affordable housing.
- Impacts of construction on the elderly and the road network, impacting on highway safety.
- Will there still be access for fire crews into the area?
- The scheme does not improve on the scheme refused in 2012.

A planning consultant was previously engaged to object to the originally submitted plans associated with the application on behalf of a group known as 'Block the Block' a resident-led campaign supported by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme.

1. Applicant failed to demonstrate that there was an unmet need for the proposed student accommodation or that they had entered into an agreement with an education provider for the provision of student accommodation. Within policy H12, criterion 9 sets out that "developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University...for the supply of all or some of the bedspaces." In line with this, the refused 2012 scheme dedicated a section of the Design and Access Statement to justify the need for student accommodation. This was considered inadequate in demonstrating the need for the additional accommodation and, with the applicant having not entered into an agreement with any of the education providers, this was considered to not satisfy policy H12 of the Core Strategy. Within the application to which this objection directly relates, a 'Summary Evidence of Student Need' (Cushman and Wakefield, April 2021) was submitted as part of the application package to attempt to satisfy this policy requirement. A report – almost identical to this one and by the same consultant – was submitted as part of another application that was refused at committee just weeks ago in June 2021 in line with

the officer's recommendation (ref: 129406/FO/2021). That PBSA scheme was for a 28 storey purpose built student accommodation and was supported by a report titled: 'Evidence of Student Need: Deansgate South' (Cushman and Wakefield, December 2020). In determining whether this report successfully met the requirements of policy H12 in that instance, the decision notice states, "the applicant has failed to demonstrate robustly that there is unmet need for the proposed student accommodation."

Both reports were published by Cushman and Wakefield within four months of each other.

They use the same dataset to explore demand and supply for student accommodation in the city despite some of their numbers not corresponding with one another. Whilst the discrepancies between each report are not clearly explained, it can only be assumed some change has occurred to the data between writing. In light of the recent decision where it was cited that the evidence was insufficiently robust, we see no reason why this same report (with only a few amended figures) would this time constitute as sufficient evidence of need.

Moreover, no formal agreement has been entered into with a higher education provider.

Notwithstanding the general 'need for PBSA' – as expressed in the Resolution of Manchester City Council Executive on PBSA (December 2020) - we strongly disagree with the overall argument in terms of how this strategy would translate in reality through schemes such as this one. As a result we consider that it should be given limited weight for the following reasons.

The notion that PBSA in the centre of the city (in this case costing between £130 - £230) would ever be able to replace private-rented HMOs costing an average of £110 per week (based on submitted C&W report) in housing students beyond first-year, is one that seems very unlikely. Beyond simply just the costs of living, for students to move to the likes of Fallowfield and Withington is also engrained in the culture of the university experience. In support of this, a survey was conducted by 'Block the Block' that asked these questions to the market in question, students (the survey has been submitted within a separate objection). The findings from this demonstrated that students want the independence gained from living in a privately rented property and that city centre PBSA is too expensive to be considered a viable alternative to this. It was also raised as an issue that PBSA often comes without parking – like the proposed scheme to which this objection relates – and so is inaccessible for some students that require a car. This is an additional factor that will maintain the demand for private rented properties.

As such, developments like this proposed at the former Gamecock site are at threat of being under-utilised and would likely be faced with higher vacancy rates. We consider that there is a lack of evidence to support the idea that this "demand" is for purpose built student accommodation rather than simply for beds. We consider that there needs to be some evidence to support that this demand extends beyond first-years and international students before the Resolution of Manchester City Council Executive on PBSA (2020) can be given any significant weight. The notion that students would choose (or even be able) to afford the proposed rents rather than live in a privately rented property is unfounded and naïve. There are also a number of approved PBSA schemes – some at an advanced stage of delivery – that would be able to satisfy any short term need already. It should also be noted that a PBSA scheme which will provide a further 853 student beds was approved at Planning Committee on 1st July 2021, after the submission of this application. As

such, these beds will not be accounted for within the figures for supply used to support the scheme at Gamecock. As such, they are likely already out of date thus throwing further uncertainty over the conclusions reached regarding existing 'need'. We therefore consider that the proposal remains to be not in accordance with this criteria and so, policy H12.

2. Because of its scale and architectural massing the proposed building would have been over-dominant and intrusive in the streetscene to the detriment of the visual amenity of the area

The 2012 scheme to which this reason for refusal relates was part 11 and part 8 storeys in height. This was discussed by the officer at the time as being larger in terms of its footprint, height and overall massing at an additional storey taller than the 2008 scheme that was allowed at appeal (part 7 part 11 storeys). As such, it was considered to create a feature that was to the detriment of the visual amenity of the area and was over-dominant and intrusive.

This most recent scheme – to which this objection relates - is for a part 13 and part 9 storey building; this is taller than both the 2008 scheme that was allowed at appeal and the 2012 scheme that was refused. Within the 'Planning Statement' for this scheme it states: "the Inspector's decision does go some way to establishing the principle of developing the site to this scale and height." In this Inspector's decision as referred to, the Inspector wrote that, "the tallest part of the proposed development would stand out but the differences in height between buildings would not be such as to result in extremes in the area." It was here acknowledged therefore that the height of the proposal in 2008 was above that of the surrounding buildings – as such it would have stood out. In that case, where the proposal was for a part 7 part 11 storeys building, it was however considered to not be an extreme.

Although the Inspector's decision in 2008 to permit a building of that height is a material consideration, we consider that the two additional storeys (on top of each element of the building) would create an over-dominant and intrusive feature as was reflected in the officer's discussion in 2012. The new design, with its proposed additional storey on top of that, would not resolve this issue and instead would only magnify it. We consider that it would now clearly manifest an "extreme" in the area as described by the Inspector in 2008. It therefore fails to satisfy policy DM 1 of the Core Strategy and contravenes chapter 12 of the NPPF.

Also relevant to this notion of over-dominance is the site coverage by development. The table below demonstrates these figures in comparison to the refused scheme. The plot size is based on the figure given in the application form for the planning application.

Scheme Proposed Site Coverage (m²)

2012 scheme 625.4 Current scheme (ground floor) 588, Current scheme (1st floor upwards including oversailing structure) 670.88.

As detailed within the 2012 scheme's officer's report, the proposed building in 2012 sought to cover in excess of 75% of the site. Whilst on the ground floor within the current proposals this has been reduced slightly, the overhang at the first floor would ensure this feeling of overdominance remains. From the first floor upwards the massing is significantly greater than the 2012 scheme as shown in the table above. The reduced footprint only being to the extent of the ground floor is considered to have a negligible effect with regards to reducing the mass and bulk of the proposed building. Whilst viewing the building from the north, it would appear as one bulk taking up the full extent of the site. Secondly whilst experiencing the space from

ground-level, the low height of the overhang would create a sense of enclosure and overbearingness. Furthermore, the reduced footprint on the ground floor does not make way for an area of effective open amenity space nor does it create any private or public amenity space of value. It is simply a marginally wider footpath.

Chapter 12 of the NPPF directs that planning decisions should ensure that development contributes to the objective of achieving well-design places. As part of this, proposals are to be approved where they are sympathetic to local character and will function well and add to the overall quality of the area. As such, the scale and architectural massing of the proposed building must be considered against its context and local character.

Within the Design and Access Statement, the following map (figure 1) was submitted as part of the justification for the building's height, showing 'Contextual Heights'. We consider that this map illustrates the clear character areas in the local area.

As can be seen above, to the east of Higher Cambridge Street, building heights are much taller more generally and the urban grain is much coarser. This area of darker blues and larger blocks denotes the Corridor (Higher Education Precinct (HEP)) Character Area with Higher Cambridge Street marking its boundary. To the west of Boundary Lane the urban grain can be seen to become much finer and building heights are on the whole much shorter with 1-4 storeys being typical within that section. As such, we consider that the land bound between Boundary Lane and Higher Cambridge Street – where the application site is situated – marks a transition area with regards to urban grain and building heights.

Whilst Section 4.2 of the Design and Access Statement argues that, "the site sits in the context of the University. An area that can be characterised by peak points of height such as the Hotel & Executive Education Centre (Crowne Plaza)," we do not consider this to be the case. This 'University context' does not translate into the existing character of the area or the surrounding and appropriate building heights. While the building heights are taller than those to the west of Boundary Lane, the tallest of these is Cooper House at 10 storeys. This therefore does not marry with the scale of the buildings on the other side of Higher Cambridge Street.

Page 35 of the Planning Statement says that the site is, "immediately adjacent on three sides by residential buildings of a similar scale and massing." We consider that figure 1 illustrates this to not be true. Cooper House and Hopton Court are grouped within the bracket for 9-12 storeys however both are at the lower end of this. At 9 and 10 storeys, these buildings are clearly significantly taller than the prevailing character of that area already. The third immediately adjacent side as referred to is 5 storeys tall and, for the full context, the fourth side is made up of 2, 3 and 4 storeys.

Notwithstanding this, the private amenity space that has been retained surrounding these buildings demonstrate a much lesser site coverage and as such the 'density of development' far lower. Therefore, we consider it clear that the built form

Figure 1 - Taken from Design and Access Statement (Simpson Haugh, 2021) in the immediate context of the application site is not of a similar scale and massing to the proposals, as claimed by the applicant. Instead, it is inappropriate and over-dominant – a clear illustration of overdevelopment.

3. Proposals failed to make adequate provision for private amenity space for the residents of the proposed development.

The refused 2012 scheme was deemed by the officer as not providing sufficient amenity space for the residents of the proposed development. Within that application, this was made up of a series of elevated roof gardens running up the south elevation of building. This was to accommodate 188 students and was considered, "inadequate

for the number of residents and that the proposed development is therefore contrary to the provisions of policies SP1 and DM1.”

Within the current scheme, the Planning Statement (page 20), states that the proposed amenity space amounts to 488 sqm which includes a 102 sqm Community Hub. None of this “amenity space” is outdoors and includes within its calculations, a laundry room which is a complete debasement of the definition of amenity space.

The only outdoor provision is a minimal area of public realm defined by some benches and insignificant landscaping. This is proposed to be able to accommodate an increase of 261 students. Such amenity space is crucial with regards to making a positive contribution to the health, safety and wellbeing of residents as per policies DM1 and SP1. Its absence within this proposal has potential for poor wellbeing for residents and further eludes to the fact that the site is overdeveloped in terms of built form.

For example, consider the investment that has been made within the nearby University of Manchester complex, or the MMU Birley Fields campus, where improve parkland, new public realm and additional outdoor areas have been provided to accommodate the increases in height and density on the campuses. The nearby Cooper House and Hopton Court both include significant public open space, garden areas and parking within a much wider ‘plot’. In this wider design context, this development cannot be considered to reflect this approach.

In line with the previous decision on this policy test, we consider that this fails to meet the test and remains contrary to the provisions of policies SP1 and DM1.

4. By reason of its excessive height and architectural massing, the proposal would have had an overbearing impact on the occupiers of Cooper House to the detriment of their residential amenity

The 2012 scheme was refused for the effect that its excessive height would have had on local residential amenity. The current scheme, and its additional 2 storeys on top of that, is therefore considered to see this issue exacerbated.

Within policy DM1 of the Core Strategy, it is set out that development proposals should have consideration for a number of factors; one of these is any effects it may have on amenity. This is also a requirement for the policy tests within policy H12 for PBSA. Such notions of protecting residential amenity are reflective of Chapter 12 of the NPPF.

With the previous 2012 scheme, the impact of the development on Cooper House and its residents’ amenity was considered a reason for refusal. As discussed in the officer’s report, “whilst it is unlikely, as shown in the sunlighting survey, to result in any significant overshadowing it would have a significant overbearing impact.” It is unclear, with a taller building which also has an increased mass, how this can have been addressed.

Within the Sunlight and Daylight Assessment submitted within the application package, there are some figures given showing the Annual Probable Sun Hours (APSH). For some of these neighbouring properties the APSH for some windows, including bedrooms and other habitable rooms, would be significantly diminished. In some cases this is below the standards and is acknowledged within the report as such which in itself should be a consideration counting against the proposed development. However, fundamentally, there would be a significant diminishing effect overall even when the standards are still met. In some cases, residential properties in Cooper House and Hopton Court will have less than 50% of the sunlight that they currently enjoy. This is a significant amenity impact that is underplayed by the applicant with the excuse being that it is within an urban context. As this is not a

constrained site, and the distance between buildings are sufficient enough that this could be avoided, it is only the proposed height and bulk of the building that is causing this diminishing effect. As such it cannot be considered an unavoidable or acceptable result of the site's overall redevelopment. As a result of the above, we consider that the proposal fails to satisfy the criteria for policy H12 and DM1 of the Core Strategy as well as Chapter 12 of the NPPF.

5. The proposed development failed to achieve the high standard of design required for such large buildings Policy EN2 for Tall Buildings sets out what proposals should be able to demonstrate in order to be supported. This includes that any building should be of excellent design quality. The officer wrote about the refused scheme that, "the design of the proposed building is unexceptional both in terms of the manner in which its various elements come together and the palette of material to be used." We believe that the same can be said for this proposal also

- the design of this proposal is not contextually responsive and is bland. Its design evidences no real innovation and the blank eastern elevation, given its visual prominence, would detract from the area's overall quality.

With this, we consider the proposal to have not addressed the 2012 officer's concerns and to therefore contravene SP1, EN1, EN2 and DM1.

6. The proposed high density development was not considered compatible with existing developments and (notwithstanding a proposed s106 agreement) would have been likely to result in increased on-street parking in the surrounding area. Within policy H12, criterion 3 directs how, "high density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in onstreet parking in the surrounding area."

Page 35 of the Planning Statement provides the applicants' justification against this criterion making reference to the site within the context of the Oxford Road Corridor – here, "the majority of the buildings being high density and tall." This site is however not within this character area and, instead, is in the area that has a medium low residential density with lower building heights. As such, we consider that the high density of the proposal is in fact wholly inappropriate in the site's context and remains incompatible with existing developments in an area where no initiatives exist. In the refusal from 2012, the officer also took this position and wrote, "the proposed development is high density in that it covers a substantial part of the site and is taller than adjacent buildings and lacks the open setting."

We consider this to still be the case with the application to which this objection relates – in fact it is even taller with no open setting created - and thus it fails to satisfy policy H12.

Turning to the matter of parking, the refused scheme from 2012 offered a range of measures, including two parking spaces for use by car club vehicles. It also included: provisions for a financial contribution to the ongoing residents parking schemes for Hulme; to market the development as car-free; and that residents would sign an agreement to not park within 1.5 miles of the development; blue badge holders would be exempt; and that residents of the development will not be able to join the Hulme residents parking scheme. During the lifetime of a similar PBSA scheme (ref: 129406/FO/2021), the Highways Authority commented that they would wish to see cycle parking for 100% of the residents (they considered the 17% as

proposed within that scheme as inadequate). Additionally they recommended accessible parking provision, a car club bay, a Travel Plan, and some other measures.

Both of these cases demonstrate the threat posed by PBSA with regards to the creation of onstreet parking. Such arrangements as those suggested within the refused 2012 scheme are not

part of the offer for this proposal and thus we consider that the problem will only be exacerbated. Much of the justification for this relates to the site's location in walking distance from University campuses, however there is no provision for other situations synonymous with student accommodation. Firstly there are likely to be issues for parking on moving in and moving out days. The arrival of hundreds of students within days of each other – typically by car – would have a huge impact on the area and surrounding congestion. Issues will also arise with the arrival of taxis, parcel and takeaway delivery drivers and maintenance staff – serving 261 students, this will be significant. The assumption that students can walk and cycle everywhere is also unrealistic, especially when only 25% of students will be able to have a cycle parking space. Some students, for example those who are medics or teachers, may require a car to get to placements and so the lack of parking would make such accommodation inaccessible for them also.

As such, we consider that this reason for refusal has been worsened in this case and that it remains unable to satisfy policy H12.

7. The numbers of residents for the proposed development would have had a detrimental effect on the amenity of other residents in the area due to a substantial increase in coming and goings

Within the officer's report for the refused 2012 scheme – which proposed 182 bedrooms – the Council considered that, “the numbers of residents for the proposed development would have a detrimental effect on the amenity of other residents in the area due to a substantial increase in comings and goings and the proposed development is therefore contrary to the provision of policies SP1 and DM1.”

This current scheme proposes 261 bedspaces and so a 43% increase on a number that had previously been deemed too high for this particular site. The impacts on the amenity of other residents in the area from an even more substantial increase in comings and goings would be worsened as a result of this development therefore.

Exploring this impact on amenity further, the officer in 2012 noted that this increase in activity is likely to be more detrimental when late at night or early in the morning. As a high density accommodation for students this is likely to be the case. Furthermore the officer expressed how, “whilst the lack of car ownership may limit the amount of traffic noise there will still be taxis and private car hires which contribute to the noise.” Such alternate transport, as a result of the zero parking provision, will not reduce impacts of noise but may well increase these impacts.

As such we consider that this proposal remains non-compliant with policies SP1 and DM1.

Additional matters

There are a number of points that we wish to bring to your attention that extend beyond the previous reasons for refusal.

- Trees

Within and immediately adjacent to the application site, there are 28 trees. Four of these are protected by a Tree Preservation Order (TPO), which are identified within the applicants own studies. Of these, based on the Tree Constraints Plan, it is proposed that one will be felled (T3) and two will be pruned (T6 and T8). In addition

to those covered by a TPO, a further four trees will be felled and a third tree is proposed to be pruned. Looking at the proposed site plan however, it is clear that the root protection areas of T6, T7 and T8 will be built over and their crowns seriously diminished. As a result the long term future of these mature trees, which are off site and the subject of a TPO, is at serious risk. In addition to the loss of sunlight, this will greatly threaten their long-term health.

Notwithstanding this, the Planning Statement implies that there will be a stock of replacement trees put in place and that in the long-term, there will be a net increase in the number of trees. We are concerned that any trees that would be planted will be within the street scene in the context of a new tower block. As such they would get very little sunlight and so will be unlikely to flourish. Dominated by built form, they appear not as a prominent feature within the proposed drawings and so we suspect that the contribution that they will bring to the area with regards to air quality and biodiversity will be low. The implications of this relates to mental and physical well-being for both existing and future residents. This, when coupled with the lack of amenity space identified, demonstrates again the overdevelopment of this site.

- Community space

The development proposal makes provision, on the ground floor plans, for a 'community hub'.

Whilst hypothetically this sounds like a way to encourage community cohesion, the reality of how this would transpire is an issue that we wish to highlight. Many of the local residents who this space is supposedly for have expressed that they would not use the space and that other facilities are available elsewhere. There is no recognised demand for this space and its limited size and lack of facilities (such as a kitchenette) would limit its usability. As such, we consider that this is a token gesture and that this space would likely be blended back into use for the students in the future.

- Construction

Local residents have also raised their concerns regarding the construction phase should this proposal be approved. Within the construction management plan, it directs that no parking will be provided and that all construction workers will be encouraged to park in public car parks nearby or get public transport. For what would be such a lengthy period, this seems unrealistic and unsustainable. This would have knock-on effects on the area. Equally, the notion that all deliveries will be made using the 'just in time' method is unrealistic also. There is otherwise not sufficient room on the site for the storage of materials and equipment. The impact that construction work will have on traffic is also a concern that is not sufficiently addressed within this document. Overall, the scale of the development, and the lack of a realistic construction management plan has serious implications for local amenity.

Conclusions

As per the discussion above, we therefore consider that this planning application fails to overcome the reasons for refusal previously given in 2012 for development on this site.

Despite the policy context remaining the same, it would appear that the applicant has made no effort to resolve these reasons and, in most cases, has exacerbated the issues raised through a desire to further maximise the development on the site. On behalf of our client, 'Block the Block', we therefore consider that the officer and committee should be minded to refuse this planning application based on the development plan in place.

Hopton Hopefuls referenced above also wrote in objection to the originally submitted plans associated with the application (with two supporting documents Ageing well in Place in Hulme and Ageing well in Place at Hopton Court) on the following grounds: We are a group of older people living in Hopton Court tower block directly opposite the Gamecock site. 75% of tenants at Hopton are Over-50. Of the 59/68 tenants registered with Cornbrook Medical Practice across the road: one third have a long term condition or disability, and 46% are suffering from anxiety or depression. At Hopton Court, we are lucky enough to have some shared garden space. We also welcome tenants from Meredith Court to use our gardens because they have no garden space at all: 50% of tenants at Meredith Court are Over-50 which is situated just around the corner from the Gamecock.

Since the pandemic, the shared gardens have become essential for us as older and elderly people living in small one-bedroom flats. We have been very isolated. Our survey at Hopton revealed that 50% of tenants had no family living in Manchester. When the COVID-19 lockdowns began, most of the public agency workers we used to see disappeared. We had to look after each other, but we were not allowed to mix indoors.

We have managed to enjoy BBQs and weekly socials in the gardens throughout 2020 and 2021 which have been so important to taking care of the mental health needs amongst our tenants.

This is especially in the context of 46% of the tenants at Hopton suffering from anxiety and depression.

The gardens are also very important to our physical wellbeing in the context of 20% of our tenants who are registered with Cornbrook Medical Practice across the road suffering from Vitamin D insufficiency.

The proposed development will block the sunlight from our shared gardens and have a negative impact on the mental and physical wellbeing of older and elderly tenants at both Hopton Court and Meredith Court tower blocks.

The rate of Older People in Deprivation within the Aquarius area (MSOA - Manchester 019) is well above the national average at 45.2% (compared to 14.2% across England) and this is reflected in the health inequalities we are experiencing. Emergency hospital admissions linked to serious diseases are significantly worse than the averages for both Manchester and England as a whole.

We understand that Hulme is home to two universities, but our community has already given over a huge amount of land to the campuses and student accommodation in our area.

The need for more student flats at this time is highly questionable - and the proposed development is situated in a deeply inappropriate site surrounded by older people.

We need the Gamecock site to be used for the purposes of supporting older people living in deprivation in our neighbourhood to age well in place.

This development will simply exacerbate the situation for older people through:

- Blocking sunlight
- Increasing anti-social behaviour
- Increasing air pollution
- Putting greater pressure on local services with a proposed additional population of 260+ service users.

Traffic and air-pollution- The development will significantly increase traffic in the area, both during the construction including heavy duty construction vehicles and after the construction in terms of traffic flow from the student population.

Emergency admission rates for Chronic Obstructive Pulmonary Disease (COPD) in our neighbourhood are already more than double the national average. Research shows that central Manchester has some of the highest levels of air pollution in the country and highlights how 'dangerous levels of toxic pollutants [are] having a devastating impact on the health of those living in the region' (Manchester Metropolitan University, 2020). Older people living in communities on the edge of the city centre are the worst affected.

Anti-social behaviour - We already have a student accommodation block situated behind us on the corner of Boundary Lane and Rosamund Street West. We already suffer from anti-social noise in the middle of the night and this new development will exacerbate this problem. Despite these challenges 83% of tenants in our survey said they want to remain living at Hopton Court as they get older because "Hopton is Home". Many have lived in Hulme all their lives, their friends and neighbours in the block and the surrounding community have become their family as family members have died or moved away, plus many are from migrant backgrounds. They are older people living in deprivation who don't have the option to just sell up and move out even if they wanted to. They love where they live. 28% of survey respondents said the thing they love most about living at Hopton is their neighbours and local community. They should not be forced into a situation where they have to suffer even further from anti-social behaviour as long-term older tenants who will be ageing in place.

We are aware that the developer is proposing that the ground floor of the new development is made available as a community space for local residents. We want to make it absolutely clear that we do not want this space, and as tenants of Hopton Court we have never participated in a consultation with them where we told them that we would like them to include this space in the development.

We are in the middle of co-producing an initiative in partnership with One Manchester Housing association, our council neighbourhoods team and ward councillors, and other local partners and charities called Ageing Well in Place in Hulme. As part of this initiative which includes co-financing for independent living advisers and an Ageing Well development worker, we are looking at building a new community building in our shared gardens at Hopton Court.

This will be a 'safe space' that isolated and excluded older people who live at Hopton will consider accessible and where activities and services that they have expressed a need for or an interest in will be made available. We do not want to use a space on the ground floor of a PBSA block and most of the elderly people in our block would never go across and use that sort of space. Through the Ageing Well in Place partnership, we are confident that viable alternative proposals for the Gamecock site can be proposed that work for the local community.

We appeal to you to recognise the detrimental impacts this high-rise block is going to have on our community together with the convincing technical planning reasons why it should not be allowed. We ask that you recommend against these proposals going ahead.

Two employees of Manchester University objected to the originally submitted plans associated with the application on the following grounds:

1. Neighbourhood character and green space.

They believe the building to be disproportionately tall with regards to this particular neighbourhood. No compensation is provided in the form of green space.

2. The scale of the new student accommodation. A query is raised about the impact the pandemic will have on student admissions.
3. Partnership approach. The University have recently been involved in supporting the residents of Hopton Court this development undermines that relationship. The committee need to demonstrate its commitment to inclusive collaborative planning.

The GP practice on Booth Street West objected to the originally submitted plans associated with the application on the grounds that:

1. It is difficult to judge the need for additional PBSA at the present time due to Covid. They are aware that the student population in their practice reduced during Covid.
 2. Loss of natural green space and tree coverage near Booth Street West.
 3. Reduction in natural light for residents of Hopton Court where they have treated patients for Vitamin D deficiency. The development will widen health inequality.
 4. Residents at Hopton Court have been redeveloping the outside space in order to provide community access to green space and potential social interaction. The construction of a high storey development across the road will block sunlight.
 5. The Oxford Road corridor has one of the highest levels of nitrous oxide pollution in the country. Building residential space for more students in this area will add to this with the increased use of private cars, taxis and delivery vehicles. Many of their patients who live in close proximity suffer from asthma and chronic lung conditions.
- In summary, the practice object to the proposed development on the grounds that it will damage the health of their patients in a number of ways including Vitamin D deficiency, respiratory conditions and mental and emotional wellbeing.
- Manchester Health and Care Commissioning are committed to reducing health inequalities and they are of the opinion that the proposed development will only widen such inequalities.

The Guinness Partnership are the owners of the neighbouring development at Cooper House, they objected to the originally submitted plans associated with the application on the following grounds:

They support the collective comments made by their customers. They recognise that the former Gamecock Pub needs to be redeveloped, however, they believe that the site is too small to accommodate the current proposals which extends up to 13 storeys in part with 261 bed spaces. They also have concerns on a number of items which suggest over-development being: overlooking distances to Cooper House; overall massing, scale and height; the lack of car parking, alongside a single shared access point at Camelford Close and the inclusion of a 24 hour hub. A well-designed building of similar scale to Cooper House, Hopton Court and Meredith Court would be more appropriate.

One Manchester objected to the originally submitted plans associated with the application on the basis of the scale, massing and height of the proposal which they consider would be detrimental to daylight and sunlight, local parking and transport and have a visual impact. They are aware that the site has been an eyesore for many years and support its development in principle, but would suggest a sensitive development to the local context.

Councillor Annette Wright objected to the originally submitted plans associated with the application on the basis that it is too large and tall for the site, will take light off existing residents and is widely opposed by the community in Hulme.

Lucy Powell MP met with 'Block the Block', a resident-led campaign group opposed to the plans, which would see Purpose Built Student Accommodation built on the site of the Gamecock Pub on the corner of Boundary Lane and Booth Street West during the notification process for the originally submitted plans associated with the application.

She understood that 'Block the Block' had submitted their objections directly, and that a number of individual residents of the surrounding buildings intended to submit their own; however she wanted to put on record her objections to the application and ask that these points were taken into consideration.

- You will be aware of two previous applications for planning on the site: a 2008 application which has now lapse, and a 2012 application which was refused by the Council. Many of the reasons cited in the 2012 refusal also appear to apply to the current application. Taking into consideration the reasons for refusal of the 2012 application and the apparent lack of changes to address this in the current application, she strongly believes the scheme should be refused planning consent.

- Additionally, she was aware that a 'Summary Evidence of Student Need' report has been submitted in support of the application, and that this is almost identical to a report submitted with another PBSA application in Deansgate South; this was refused last month partly on the grounds that the applicant had "failed to demonstrate robustly that there is unmet need for the proposed student accommodation." Given that the report for the Gamecock application is so similar and published by the same company within the four months of this, she struggles to see how this can be taken as sufficient evidence of need, having failed so recently elsewhere.

When she spoke recently with residents of nearby buildings, they all shared significant concerns about the impact this development will have on them and the wider community, if approved. They raised concerns about some of the practical impacts of the scheme, such as overshadowing and lack of privacy for adjacent residents due to the height of the development – which is higher than the previously refused application. The impact of construction works over a period of several years was also raised, as was the absence of parking provision for the new residents and the increased pressure they would put on local amenities.

However, what residents are most concerned about, and what they spoke most passionately to the MP about, was the wider impact on the community – particularly its elderly residents in nearby tower blocks – who are falling through the gaps in health and social care. The proportion of older people in Hulme who are living alone (54%) is one of the highest in England and Wales, as is the number of residents claiming pension credits (60%). The rate of older people in deprivation within the Aquarius area of Hulme is well above the national average, standing at 45.2% compared to 14.2% across England.

This is a community which, on the edge of the city centre and so close to the Universities, feels increasingly overlooked. Older residents are especially anxious about this application. A recent tenant-led survey reported on the responses of over half the residents of Hopton Court, where three quarters of the residents are over the age of 50. These residents want to retire and grow older in Hopton. 78% of them stated that what they loved most about living there is their neighbours and the community spirit which is directly linked to all the social and wellbeing activities that have been happening in the shared gardens in recent years. They do not want to

relocate out of the area and are understandably deeply anxious about the application being approved.

She strongly urged that, not only the physical and practical characteristics of the development are taken into account, but also the wider context of the application is considered: the impact on this part of Hulme and its residents would be substantial. As it is, there are too few facilities for older residents in the area, and the single communal garden opposite the Gamecock site is currently the only piece of land they have to enjoy some sunshine and socialise with neighbours. This would be effectively taken from them if consent is given to build a development of this nature and height directly opposite.

This is not a city centre location. It is a transitional area between the city centre and residential Hulme, with an overwhelmingly older population who wish to see out their retirement in the community they've made home over several decades. She wanted it to be put on record that she objected to the application and asked that this is taken into consideration when the application came to Planning Committee.

3 letters of support were received for the originally submitted plans associated with the application on the grounds that:

- The scheme has a nice density providing life and character. The development must deliver high standard public areas and soft landscaping.
- The site has been empty for over a decade and has already had 2 proposals refused. If the plan gets rejected and re-submitted, locals will only find some other problem with it. The development will provide accommodation for 261 people, every year, for decades to come. I don't think it's fair that, say, 250 NIMBYs can pull up the drawbridge for thousands of future residents. If you can't build student housing within walking distance of 3 universities, where can you build it?
- Can't have land sitting around like that when people need houses.

Highway Services

Entrance locations. The location of these doors is acceptable and proposed doors should open inwards. The 3 disabled parking spaces on Camelford Close would be within the applicants ownership. The number of cycle parking spaces proposed is acceptable.

Conditions are recommended regarding: provision of an on-street car club bay through the S278 agreement; a lay-by for drop-off and deliveries on the south side of Booth Street West as part of S278 works; all external doors should open inwards unless they are fire doors; waste collection from the proposed lay-by on Booth Street West; commuted sums for any non-standard materials on the highway.

Environmental Health Recommend conditions relating to Fume/Odour discharge, construction management, hours of opening of the community hub, external lighting, acoustic insulation of the community hub, acoustic insulation of the residential accommodation, external equipment insulation, refuse in accordance with the details submitted and environmental standards.

Neighbourhood Team Leader (Arboriculture) Four trees Norwegian Maples fronting Boundary Lane would be removed, 3 of which are Category A, 2 of which have Tree Preservation Orders and offer high visual amenity. Other trees are less

significant due to limited visibility and vigour and there are no objections to the 3m lateral branch reduction on the property side but question whether or not the trees that are shown as being retained could be retained.

Corporate Property No comments have been received.

MCC Flood Risk Management Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

Work & Skills Team Request that a condition is attached to any application requiring a local benefit proposal.

Greater Manchester Police Support the application subject to the layout issues being addressed and recommend that the physical security measures within the Crime Impact Statement are conditioned. No comments were received in relation to the revised scheme.

United Utilities Water PLC Request conditions relating to sustainable drainage and maintenance as requested by Flood Risk Management. A water main and public sewer on site must be taken into account in development of the land. No comments were received in relation to the revised scheme.

Greater Manchester Archaeological Advisory Service GMAAS agrees with the conclusions drawn in the DBA and accepts that any below-ground archaeological remains will not be of national importance requiring preservation in-situ, although a scheme of archaeological investigation and recording will be required prior to the removal of the archaeological remains during the proposed construction works. This programme of archaeological works should be secured through a planning condition. GMAAS will monitor the implementation of the archaeological works.

Greater Manchester Ecology Unit The activity surveys recorded no bats emerging from the building, and sufficient survey effort has been demonstrated and no bat roosts identified. However as bats are a mobile species, it is recommended that if building demolition has not commenced within 12 months of the survey date, then updated bat surveys are undertaken in line with R1 of the bat surveys report.

Some bat activity was recorded on the site, therefore it is recommended that any new lighting for the site is designed to ensure no negative impacts on nocturnal mammals such as bats, as per R2 of the bat survey report and published guidance this topic (<https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting>).

Tree felling, building demolition and site clearance should avoid the main bird nesting season unless it is demonstrated to the LPA that active bird nests are not present.

Enhancement for biodiversity are recommended and preliminary ecology report, such as the provision of bat and bird boxes and planting of wildlife friendly species in the landscape scheme, should be secured through a condition.

Cadent Gas The applicant was made aware of correspondence received from Cadent Gas. No comments were received in relation to the revised scheme.

Policies

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SO1, S02, S05, S06, SP1, EN1, EN2, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, 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 along with permanent employment in a highly accessible location. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S06. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

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

Policy SP1 - Spatial Principles. The development would reuse previously developed land to improve the built environment and local character. The proposal would meet a need for student accommodation.

Policy EN1 - Design Principles and Strategic Character Areas. The building on site is dilapidated and has a negative impact and there is an opportunity to enhance the area. The proposal would enhance the character of the area and the overall image of Manchester.

Policy EN 2 - Tall Buildings. The design is acceptable, appropriately located, would contribute to sustainability and place making and deliver regeneration benefits.

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 tree planting and landscaping.

Policy EN14 - Flood Risk. A Flood Risk Assessment has been submitted and this is discussed in more detail below.

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would have an acceptable impact upon possible roosting bats and breeding birds on the site subject to conditions and informatives. The development includes a green roof and other biodiversity gains would be secured by condition.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 - 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 EN18 - 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 T1 - Sustainable Transport. The development would encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need. The proposal would be easily accessible by a variety of sustainable transport modes.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability 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.

These issues are considered full, later in this report.

Policy H12 - Purpose Built Student Accommodation. The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
 8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
 9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces.
 10. Applicants / developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.
- The proposals are in accordance with this policy and this is discussed in detail below.

For the reasons set out in more detail below, the proposal is considered to accord with relevant policy.

Saved UDP Policies

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

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

The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The National Planning Policy Framework (September 2023) 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. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan 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 following specific policies are considered to be particularly relevant to the proposed development:

Section 6 (Building a strong and competitive economy) - The proposal would create jobs during the construction period and throughout its operation. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business need and wider opportunities for development. This development would support the ongoing regeneration of the nearby Oxford Corridor.

Section 8 (Promoting Healthy and Safe Communities) states that planning policies and decisions should aim to achieve healthy, inclusive and safe places. The proposal has been carefully designed to be safe and secure. Wellbeing and support facilities are an integral part of the development to support the students welfare. Cycle provision is well catered for at the site and no on site parking (other than the three disabled accessible car parking spaces) would be provided for the students.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable location, well connected to a range of public transport modes which would encourage sustainable travel to the site and would provide convenient and safe cycle storage facilities.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a previously developed site in an urban location close to sustainable transport infrastructure.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals would achieve a well-designed place. The design for the building would be high quality and would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management have been considered as part of the scheme.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposed development has been designed in accordance with the ‘energy hierarchy.’ The buildings fabric would be efficient and would predominately use electricity. The scheme includes a drainage strategy designed to meet climate change and reduce flood risk.

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 not have a significant adverse impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

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 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.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 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.

Report to the City Council's Executive on PBSA

The Council's Executive endorsed a report regarding PBSA on 9 December 2020 following the outcome of a public consultation exercise with key stakeholders, on PBSA in Manchester. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. It was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed. The report is clear that Core Strategy Policy H12 retains relevance in how PBSA is developed in Manchester. It sets out that the location of new PBSA should be close to University facilities. The report also highlights how location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits in the provision of accommodation. The report confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. The PBSA report sets out numerous reasons why location is a significant consideration in determining the acceptability of new PBSA developments, such as how: • New stock in appropriate locations represents an opportunity to deliver an improved student experience; • The location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students; and • Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses.

In May 2023 a further report was endorsed by the Executive. This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city and that providing a residential offer for students to address the needs has been a long-held Council objective as part of the housing strategy and planning policy framework (policy H12).

It also recognises the development of assets within the Oxford Road Corridor area is vital to capture the commercial potential of research and innovation and help to

realise the economic potential of the Corridor. The report also acknowledges that there is an unmet demand in the city and a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

The approach to the provision of PBSA was endorsed to help guide decision making and the committee are requested to take this into account as a material consideration.

Corridor Manchester

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan for the Corridor which recognises that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise its potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq. ft of high quality commercial, leisure, retail, and residential space. Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe. Both the UoM and MMU have put in place growth plans. This includes the UoM's £1 billion capital investment programme to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. MMU has a ten year Estates Strategy with strategic investment proposals of c£300m. This concentration of students is a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output. However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This requires continued investment in the infrastructure which supports the student population and ensures the student experience remains world renowned. This requires investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation. Consideration must be given to the whole student experience.

Oxford Road Strategic Spatial Framework

This Strategic Spatial Framework adopted in March 2018 can be used to guide

decision-making on planning applications.

Paragraph 4.15 states that where the density of development increases, it should be noted that a further premium must be placed on the quality of design and public realm. In development management terms, new development must respond to its context, be mindful of the amenity of all users and existing residents, and contribute positively to public realm and permeability including with surrounding neighbourhoods. Higher density development must have particular regard to architectural quality and consider microclimatic effects carefully. Whilst high density forms of development can be inherently sustainable, strategies must be in place to maximise energy efficiency, carbon reduction and to deal with climate change issues such as green infrastructure, drainage / use and ongoing effective maintenance of Sustainable Urban Drainage Systems (SuDs).

Paragraph 4.16 states that any proposals for taller buildings must be able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within national and local planning policy guidance, including Manchester City Council's Core Strategy Policy EN2 Tall Buildings and Historic England Advice Note 4 on Tall Buildings. In assessing tall buildings, this means that particular emphasis will be placed on:

- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the City's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
- The design needs to be credible and therefore demonstrably deliverable.
- Tall building proposals within key city centre regeneration areas such as Oxford Road Corridor should have clearly identified regeneration benefits.

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

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 Manchester Green and Blue Infrastructure Strategy (G&BIS)

The 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.

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.

Legislative Requirements

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 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 proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a 'sensitive area,' as such, the proposals do not comprise 'Schedule 2 development' and a Screening Opinion was not sought.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

Regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre, which the site is adjacent to is the primary economic driver in the Region and is crucial to its longer-term economic success. The City Centre must continue to meet occupier requirements and the growth and maintenance of the higher education function, and the infrastructure required to support it, is critical to economic growth. There is an important link between economic growth, regeneration and the provision of a range of residential accommodation.

The scheme would bring a high-quality building adjacent to 'The Corridor' which would positively respond to the local environment. A key objective for 'The Corridor' is to deliver the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study. This would ensure that Manchester remains competitive on a global higher education stage.

Once the development becomes operational, it is expected that 5 full time equivalent jobs would be created from the development. The 146 students would generate their own expenditure.

The development would be consistent with the regeneration frameworks for development in the area and would complement and build upon the City Council's current and planned regeneration initiatives.

Principle of student accommodation

The application site is previously developed land in a sustainable location, characterised by a range of types and sizes of residential accommodation and is in close to the Oxford Road Corridor and between the Manchester Metropolitan University Campus and Birley Fields.



Site Context



Existing Building

Proposals for purpose built student accommodation (PBSA) are subject to Core Strategy Policy H12 which sets out criteria that they should meet. The policy aims to ensure they are located appropriately to support the Council's regeneration priorities

and also to ensure that they encourage students to choose managed accommodation over HMOs.

Policy H12 should also be read in the context of the policy position on PBSA endorsed by the Executive Committee in May 2023. The report recognises that H12 remains an affective policy position, whilst demonstrating that there are opportunities to meet the significant demand by identifying potential sites for new PBSA. Subject to the criteria in the policy, such development should be supported.

The proposal is well connected to and in close proximity to the University Campus.

This development would be energy efficient, including air source heat pumps, electric heating and solar panels, and achieve BREEAM excellent.

The site is highly sustainable and close to amenities and services and public transport. Cycle parking and a Travel Plan would be provided.

The site is in part occupied by a pub that has been vacant for some time. It creates a poor quality environment and has raised issues of crime and safety. The proposal would improve the site, provide accessible open space and improve the pedestrian experience, generally improving vitality and safety of the surrounding streets.

Amenity benefits for residents include the use of the indoor community hub. A management plan has been provided and a condition would require further details of how the facilities would be managed to ensure access by the community.

A condition should require compliance with the Crime Impact Statement and Secured by Design accreditation.

The applicant is an established provider of purpose built student accommodation. A detailed management plan sets out how they would control the management and operation of the scheme. The development would be subject to appropriate acoustic insulation levels.

There are no buildings with a heritage value on the site.

Waste would be stored at ground floor level in an accessible store with sufficient capacity to accommodate recycling and general waste. The management company would manoeuvre the bins from the store to the layby on Booth Street West on collection day and return to the store once emptied. The building operator will provide a twice weekly collection using a private contractor. The collection point for bins from both the Student Residential Accommodation and the Community Hub will be from the temporary bin collection area located adjacent to the proposed lay-by off Booth Street West. The collection vehicle will be able to pull in to the lay-by directly from Booth Street West and pull back in without turning when leaving to merge with traffic.

The applicant has demonstrated a need for additional student accommodation. It would be in the immediate vicinity of the Manchester Metropolitan University campus

and Royal National College of Music who have written in support of the development. The building would be a managed facility with 24/7 staffing and security.

The applicant has provided supporting information about the deliverability of the scheme.

The reports to the City Council's Executive both in December 2020 and May 2023, on Purpose Built Student Accommodation in Manchester are material considerations to decision making process in advance of the review of the Local Plan. This sets out that location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits of accommodation. PBSA should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. This may include parts of surrounding neighbourhoods such as Hulme and Ardwick which are immediately adjacent to the university campuses. Whilst the development site is not in the Oxford Road Corridor, it is in close proximity to the Corridor in Hulme.

In this context the principle of student accommodation is acceptable.

Consideration of the detailed matters are though required and these are set out below.

Tall Buildings Assessment

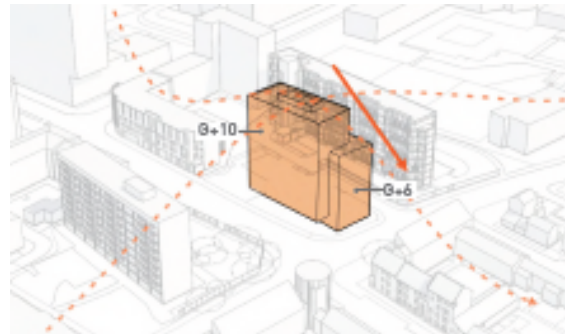
A key factor in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

Also in this regard, consideration of the previous appeal decision is relevant.

Assessment of Context

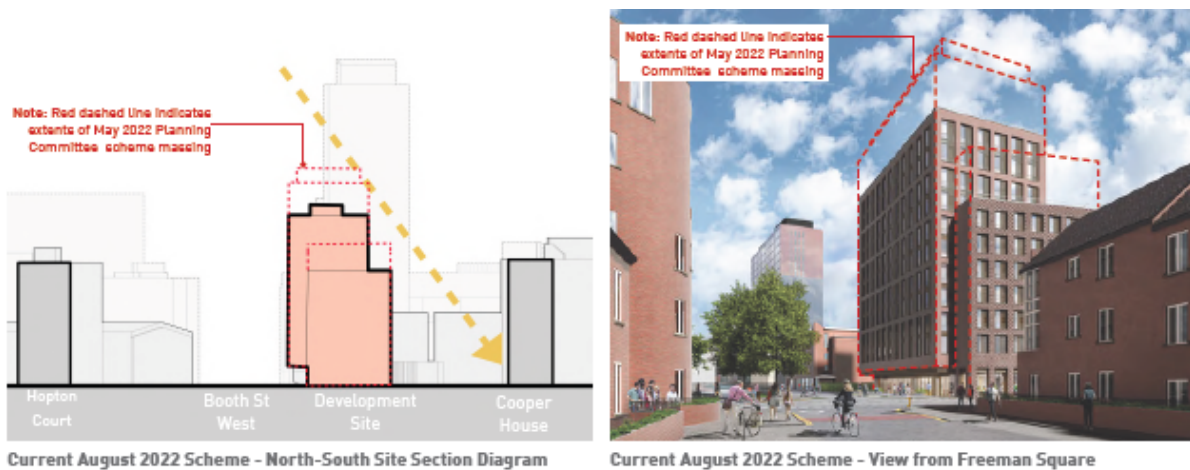
Documentation from the applicant assessing impacts linked to the massing and quantum of development were submitted in association with the part 7 storey, part 11 storey scheme reported to July committee. These assessed a worst-case scenario in terms of the development's effects (sunlight/daylight, TVIA etc). The applicant will continue to rely on these document, however the revised plans have secured a reduction in these impacts due to a reduction in height and bed numbers.

The following graphic was submitted in the Design and Access Statement submitted to accompany the July revisions explaining the massing concept for the proposed development having particular regard to Cooper House and Hopton Court, building which in themselves are 25.7 and 26m in height.



Visualisations were also submitted to show the change in the proposal in relation to the scheme originally submitted. Which constituted:

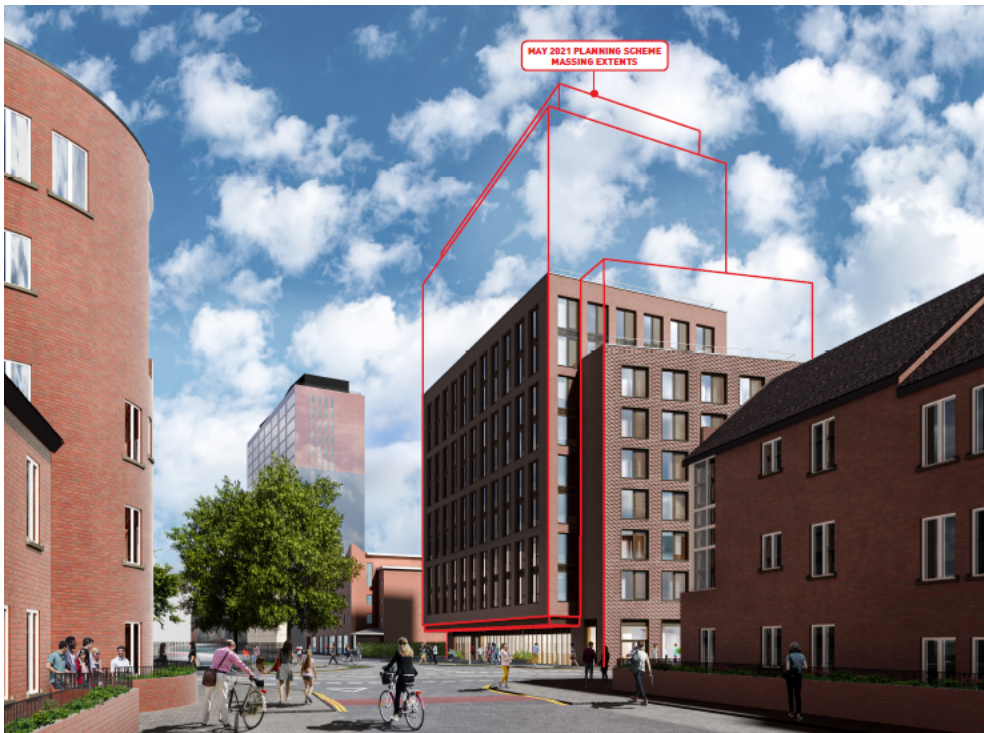
- The loss of two storeys from the upper block mass
- The loss of two storeys from the lower block mass, sitting one storey below the height of Cooper House
- Roof top accommodation omitted and replaced with rooftop plant which is set back significantly from the roof edge
- Upper block parapet edge reduced so height is 34.275m, as opposed to 34.8m for the maximum height of scheme allowed on appeal in 2008
- Removal of basement accommodation and alteration to ground floor and first floor arrangement



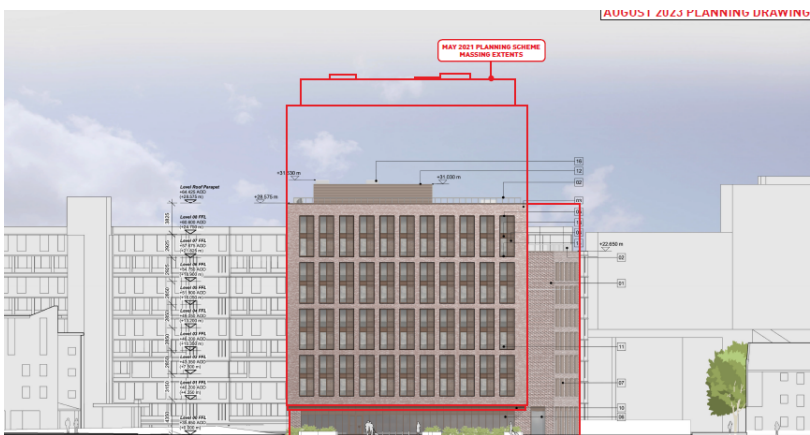
A graphic showing the relationship of a scheme that was allowed on appeal in 2008 was also provided.



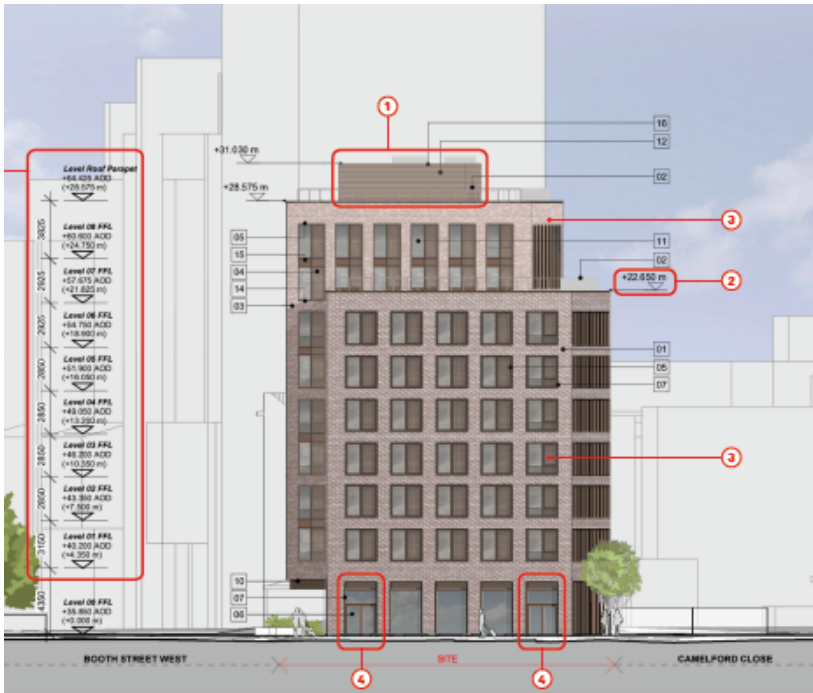
The scheme as now proposed is now shown below:



Architectural Quality



Booth Street West Elevation



Boundary Lane Elevation

The key factors to evaluate are the building’s scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings (EN2) 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. Proposals for tall buildings will be supported where it can be demonstrated, amongst other things, that they are of excellent design quality; are appropriately located; and contribute positively to place making.

The elevations would be constructed utilising brick with deep reveals lined with dark bronze metal, expressed headers with textured brick and expressed stretchers with framed opening and perforated panels. The lower element of the proposal being differentiated from the upper element as depicted below.



Lower Element

Upper Element

Given the above, it is considered that the proposal would have a scale, form, massing and visual appearance that is acceptable and would achieve the

architectural quality appropriate to a building of its size in accordance with the requirements of Policy EN2.

Climate change, sustainability and energy efficiency

An Environmental Standards Statement sets out the sustainability measures proposed. The building will:

- Be a BREEAM Excellent building,
- Will take a 'fabric first' approach in accordance with the energy hierarchy, together with air source heat pumps to deliver low carbon heating, and solar PV to meet a portion of the building's energy demand and reduce carbon emissions
- 5.16% reduction in carbon emissions against Part L 2021 requirements
- Propose an 'all electric' energy strategy which future-proofs the proposals by avoiding being locked in to higher carbon mains gas
- Make use of SuDS to ensure that risk of flooding is not increased.

The development is resilient to the impacts of climate change and will reduce overheating through measures such as a green roof and blue roof. These features will also contribute to the SuDS strategy by reducing surface water run-off during storm events.

- Water efficiency will be managed through limiting sanitary fittings and ensuring that no mechanical irrigation will be provided within the development.
- Biodiversity enhancement measures are proposed, including replacement planting of wildlife attracting trees, provision of nesting / roosting habitats for bats and birds, and provision of a green roof.

The scheme will provide 93 cycle parking spaces on site at ground floor. This is acceptable in principle.

Given the above, it is considered that the design and construction would be sustainable and in accordance with Core Strategy Policies EN4 and EN6.

Contribution to Public Spaces and Facilities

The proposal would upgrade the pavement environment and bring activity and natural surveillance to the surrounding streets. This would be secured through the imposition of an appropriate condition relating to works to the Highway.

The proposal also includes a Community Hub which can be used to promote community wellbeing within Hulme through creating a varied programme of events throughout the year. The developer proposes a management and operation plan for the Community Hub which achieves this.

The document outlines the headline terms of the Community Hub's use and access. The owner of the site and operator of the proposed development will operate and manage the Community Hub in accordance with these terms:

- 1) The Community Hub will be available for hire by any Hulme based community group or charity on a free of charge basis, subject to the developer/owner's approval.

2) The developer/operator/owner will appoint an individual who will act as the liaison between the development and the local community and whose role it will be to ensure effective and productive use of the Community Hub for the benefit of the Hulme community. This will include, but not be limited to, promoting and raising awareness of the Community Hub and its availability; advising residents how they may be able to make best use of the Community Hub; engaging Hulme based organisations to promote the use of the Community Hub and its availability particularly amongst residents for whom English may not be a first language

3) The appointed individual will be responsible for curating events and activities within the Community Hub which are accessible to the community in consultation with local community groups and charities. Such events will be held at least once per month, with a programme to be agreed in consultation with community groups and charities.

4) Within six months of the completion of the development, the developer/owner shall seek to establish a 'Community Hub Management Group', comprising a representative of the developer/owner, two local residents, two representatives of local community groups and a local Councillor or representative of the City Council. The role of the Group will be to advise on the use, accessibility and management of the Community Hub to optimise its productive use

5) The Community Hub will only be available on a pre-booked basis and access will be at the discretion of the hirer.

6) The Community Hub will only be used for other purposes (private hire on a fee paying basis) if no more than 2 weeks prior to the hire date, the Community Hub has not been booked for use by a Hulme based community group or charity

7) The maintenance and upkeep of the Community Hub will be the responsibility of the developer/owner.

Accessibility

The development would be accessible with all access points and pavement surfaces being level. All units are located along wheelchair accessible routes from vertical circulation cores accessible by lift, with more than the part M required 5% provision of accessible/adaptable bedrooms and studios. To provide for the users of the Community Hub the applicant will provide internal charging points for mobility scooters. A communal accessible WC has been provided. The applicant would provide three disabled accessible spaces to the south of the site, which could be secured by condition.

Ecology and Trees

An ecological appraisal considers the impact of the development with regards to biodiversity enhancement, lighting, roosting bats, terrestrial mammals including hedgehogs and nesting birds.

Greater Manchester Ecological Unit are satisfied subject to the imposition of appropriate conditions and informatives relating to the protection of bats and birds and the provision of bird / bat boxes.

The scheme does involve the loss of four trees on site and places pressure on trees to the shared boundary, a condition is appended recommending the agreement of detailed landscaping scheme to ensure appropriate replacement planting, the landscaping condition also requests that the applicant provides street trees. The submitted arboricultural report gives assurances about the retention of trees to the shared boundary.

Effect on the Local Environment

This examines, amongst other things, the impact of 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.

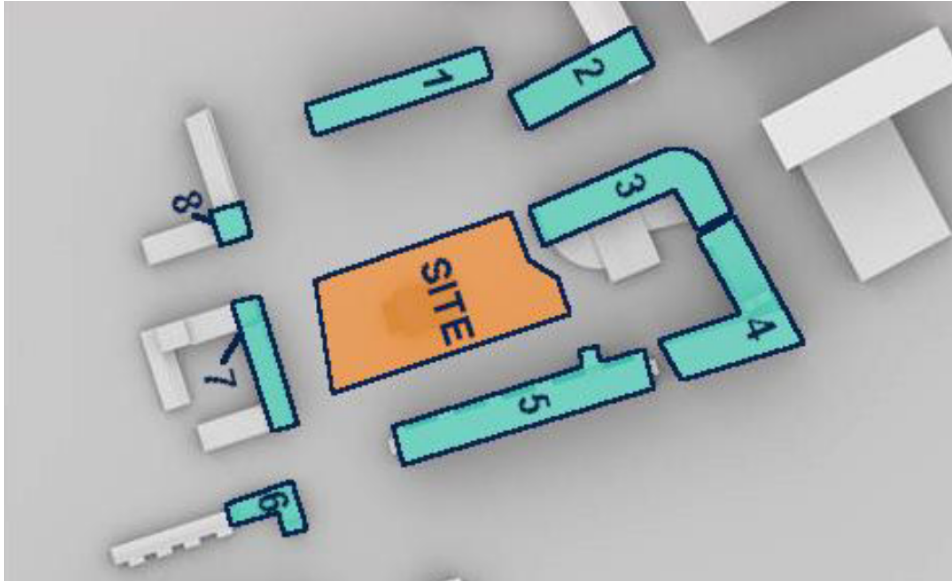
(a) Daylight, Sunlight and Overlooking

Documentation from the applicant assessing impacts linked to impact on Daylight, Sunlight and Overlooking were submitted in association with the part 7 storey, part 11 storey scheme reported to July committee. These assessed a worst-case scenario in terms of the development's effects (sunlight/daylight, TVIA etc). The applicant will continue to rely on these documents, however the revised plans should reduce these impacts due to the reduced height.

An assessment of the impact of daylight, sunlight and overshadowing has been undertaken. Consideration has also been given to any instances of overlooking which may result in loss of privacy.

The following residential properties were assessed:

1. Hopton Court
2. 28 Higher Cambridge Street
3. 57 – 63 Booth Street
4. Trinity Court Apartments
5. Cooper House
6. 94 Boundary Lane
7. 104-110 Boundary Lane
8. 2 Freeman Square



Overshadowing assessments were also undertaken to the amenity space surrounding Hopton Court.

Daylight

Vertical Sky Component (VSC) – This measures the amount of sky visible from a centre point of a window. A window that achieves 27% or more is considered to provide good levels of light, but if with a development in place the figure is both less than 27% and would be reduced by 20% or more, the loss would be noticeable.

No Sky Line (NSL) – The no sky line is the divider between the part of the working plane from which a part of the sky can be seen directly and the part from which it can't. This is often given as a percentage indicating the area from which the sky can be seen, compared to the total room area. The deeper the no-sky line permeates the room, the brighter the scene appears. A room will appear gloomy if more than 50% of the working plane is beyond the no sky-line. The working plane is usually taken to be horizontal at 0.85m above the floor in houses.

The BRE Guide recognizes 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 locations as this measure is based upon a suburban type environment, equivalent to the light available over two storey houses across a suburban street. VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within high density locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

BRE guidelines note that windows below balconies typically receive less daylight. As the balcony cuts out light and even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight [NSL]. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct skylight, for both the existing and proposed situations, without the

balcony in place. [...] this would show that the presence of the balcony rather than the size of the new obstruction, was the main factor.

Sunlight

The BRE guidance sets out that if a habitable room has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and;
- Received less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Overshadowing

Section 3.3 of the BRE report gives guidelines for protecting the sunlight to open spaces where it will be required. This includes:

- Gardens, usually the main back garden of a house and allotments
- It is recommended that at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March. Development impact will be noticeable where the area which can receive 2 hours of sun on 21 March is less than 0.8 times its former value.

1. Hopton Court – has 265 windows to 136 site facing rooms. 175 windows experience a small loss of light, in accordance with the BRE guidelines. The remaining 90 experience a reduction beyond the BRE guidelines 20% reduction criteria.

89 of the 90 windows are either the small secondary windows in the door opening which lead onto the winter garden/balcony area from the living room or are the windows which serve a bedroom behind the winter garden/balcony. The remaining window is a main window to a living/dining room on the 1st floor. The actual light loss to this window is 0.12%.

89 windows are beneath recessed winter gardens/balconies and receive low levels of VSC even for an urban area with VSCs of less than 10% and even a modest obstruction opposite may result in a large relative impact on the VSC.

Sunlight

136 rooms have at least 1 site facing window within 90 degrees due south. 104 rooms experience reductions within the BRE guidelines. The remaining 32 rooms are bedrooms, behind the winter gardens/balconies which restricts sunlight. The BRE guidelines suggest sunlight to bedrooms is less important.

Overshadowing

A small amount of additional overshadowing will occur to the garden area to the south of Hopton Court. However, it will continue to enjoy 2 hours of sun on ground to over 50% of the area, in accordance with the BRE guidelines.

2. 28 Higher Cambridge Street – Known as Victoria Hall is to the north east and is student accommodation.

Daylight

The results of the daylight assessments (VSC and NSL) indicate that any reductions to this building should be within the BRE guidelines and therefore any reduction is unlikely to be noticeable to the occupants

Sunlight

Of 16 rooms assessed all have at least 1 window within 90 degrees due south. 15 rooms experience reductions that are within the BRE guidelines. The remaining room is on the ground floor and experiences a reduction beyond the BRE guidelines in the winter months only, yet retains a winter Annual Probable Sunlight Hours of 4%. This exceeds the alternative target of 3%. In addition, it exceeds the BRE guidelines for the annual APSH criteria of 25% with a sunlight level of 48%.

3. 57-63 Booth Street – Is a hostel and has been considered from a daylight / sunlight perspective.

Daylight

The 2 windows which experience a loss of light beyond the BRE guidelines are bedrooms and do so to a minor extent.

The daylight distribution results (NSL test) show that all rooms will experience small reductions which are well within the BRE guidelines criteria.

Sunlight

Of the 17 rooms assessed all have at least 1 window orientated within 90 degrees due south. 14 rooms experience reductions that are within the BRE guidelines. The remaining 3 rooms are the bedrooms which have a lesser requirement for sunlight, but continue to enjoy adequate levels of sunlight for an urban area.

4. Trinity Court Apartment - This is a recently built residential block and the flats have been assessed as dual aspect with access decks on the north and western elevations facing the development site.

Daylight

82 of 100 windows would experience a small loss of light, in accordance with the BRE guidelines. The remaining 18 experience a reduction of over 20%. However, each of these is positioned behind the access walkways and currently experience low levels of VSC even for an urban area, with VSCs of less than 6%. In these

circumstances, the BRE guidelines recommend carrying out an additional calculation of the VSC without the access walkway in place for both the existing and proposed scenarios. This shows that all the windows would experience small reductions which are within the BRE guidelines.

Sunlight

All 24 rooms that have a site facing window orientated within 90 degrees due south would experience a reduction which is within the BRE guidelines.

5. Cooper House – This residential property is located directly to the south of the proposed site. The flats are dual aspect with the north facing windows to kitchens, bathrooms or secondary bedrooms. The main living rooms and primary bedrooms are on the southern elevation.

There are 138 windows to 130 site facing rooms with 90 bedroom and 48 kitchen.

Notable reductions of VSC would occur to 55 with the remaining 83 windows having reductions within the BRE guidelines. The change in windows affected in this location is the most marked change from the originally submitted scheme.

However, it must still be remarked that the vast majority of affected windows already receive a very low level of daylight because they are beneath a walkway. The results of the alternative assessments show that 97 of the 138 windows (70%) meet the BRE guidelines. Therefore for 14 windows it can be concluded that it is the presence of the balcony, rather than the scale and bulk of the massing which is causing the relative reduction in VSC.

The remaining 41 windows (predominately kitchen windows) will experience reductions beyond the BRE guidelines and should therefore be considered to experience an adverse effect. Whilst the percentage reductions are adverse, it is important to consider the retained levels of daylight and the impact to each flat as a whole before overall conclusions are drawn. It is also considered reasonable to consider the mirror test as set out in the BRE guidelines given the proximity of Cooper House to its boundary with the site.

Retained Daylight Levels

When considering the 41 windows that do not meet the BRE guidelines 35 retain a VSC above 20%, 4 windows retain a VSC above 15% and 2 windows retain a VSC below 15%.

The light to the 2 windows that retain a VSC below 15% is also obstructed by the lift core structure that projects out from the back of the building.

The 4 windows that retain a VSC above 15% are on the ground only. The remaining 35 windows all retain a VSC of at least 20% VSC.

For Daylight Distribution of the 130 site facing rooms assessed 100 rooms experience a reduction that is within the BRE guidelines. Of the 30 rooms that do not

meet the BRE guidelines, 21 retain daylight distribution to over 50% of the room's area which is considered a good level for an urban area.

Overall, the above alternative tests lead to the conclusion that whilst there is likely to be some notable reductions in daylight distribution to some rooms, the various VSC tests show that adequate levels of daylight.

Mirror Massing Assessment

The mirror massing test is another way to establish alternative target figures. An image illustrating this for Cooper House (within the confines of the application red line boundary) is given below

	Mirror Massing Retained Average VSC	Proposed Massing Retained Average VSC
Ground Floor	2.82	2.65
First Floor	22.43	19.88
Second Floor	1.35	1.28
Third Floor	4.59	4.34
Fourth Floor	26.61	22.94
Fifth Floor	6.25	4.92
Sixth Floor	29.53	25.06
Seventh Floor	8.29	5.49
Eighth Floor	33.21	28.29

The results of assessing VSC against a mirror image against the proposal on a window-by-window basis, show that some are lower and some are higher but the values are not significantly apart. When averaging the VSCs across each floor level the following results are achieved:

On the ground to fifth floor (inclusive) the retained VSC values are very similar. On the sixth, seventh and eighth floors the Mirror Massing Retained values are slightly higher but the figures for the sixth and eighth floors (which are not affected by walkways above) retain good levels of daylight for an urban area. Overall, the proposed massing is considered to cause the same effect as the mirror massing.

All of the affected flats within Cooper House are dual aspect and the principal habitable rooms (the main living room, dining areas and main bedrooms) are on the opposite side of the building and are not affected.

Summary of daylight effects to Cooper House

There would be noticeable reductions in daylight to some of the rear windows of Cooper House. These flats are dual aspect with the main habitable rooms facing away from the proposal and have good levels of daylight and sunlight and will continue to do so.

Sunlight

4 rooms have windows orientated within 90 degrees due south. One experiences sunlight reductions that are beyond the BRE guidelines but the sunlight levels to this room is already obstructed by the lift core structure that projects out from the back of the building.

Previous Consent for the Site

The analysis submitted also makes reference to a previously consented scheme for redevelopment of the site allowed on appeal in 2008

The massing of that scheme was slightly larger than the mirror massing of Cooper House. The consented scheme would have resulted in reductions beyond the BRE guidelines and is likely to have had a similar or slightly lesser effect as the proposed scheme, now that the scale of the development had been reduced.

6. 94 Boundary Lane – The residential building is to the south west.

Daylight

The VSC assessments show that all windows, would experience reductions which are within the BRE guidelines.

Sunlight

No windows or rooms are affected.

7. 104-110 Boundary Lane – The residential property is to the west.

Daylight

There are 45 windows to 26 rooms. 22 of the 45 windows would experience a small loss of light, which accord with the BRE guidelines.

The remaining 23 9 windows experience a reduction that would be noticeable at over 20%. However, each would continue to have a VSC in excess of 20% which is considered a good level of daylight in an urban area.

For Daylight Distribution 21 of 26 rooms experience a small reduction. The remaining 5 would have a DD of over 50% of the room's area which is considered a good level for an urban area. The results show that the minimum is 72% (only 8% short of the BRE guidelines).

Sunlight

Of the 5 rooms that have a site facing window which is orientated within 90 degrees of due south, the results show that each room will experience a reduction which is within the BRE guidelines.

8. 2 Freeman Square – The building is located to the north west.

Daylight

28 windows serving 10 site facing rooms were assessed. 28 windows experience a small loss of light, in accordance with the BRE guidelines.

Sunlight

7 rooms that have a site facing window which is orientated within 90 degrees due south. Results show that each room will experience a reduction which is within the BRE guidelines.

Overshadowing

The property does not have amenity spaces which require assessment.

Overall the results show that any daylight or sunlight reductions to the surrounding residential properties are generally within the BRE guidelines and therefore unnoticeable to residents. Where the BRE guidelines are not met good levels of daylight and sunlight for an urban area are generally retained.

The windows/rooms within Cooper House which experience the most notable reductions beyond the BRE guidelines, are considered secondary use rooms (i.e. 2nd bedrooms or kitchen) which are predominantly located beneath a balcony/access walkway.

The assessments show that there is likely to be a notable reduction in daylight to some of the rear windows of Cooper House. However, it has been shown that the retained values, when based on what is reasonable for an urban area, and when compared to mirror massing tests, and considering the further reduction in height can be considered acceptable. In addition, it is identified that each home is dual aspect with the main habitable rooms facing away from the proposal. These rooms would retain very good levels of daylight and sunlight.

There would be a slight more overshadowing to surrounding gardens on the Spring Equinox (21 March) but the space would continue to receive 2 hours of sun on ground to over 50% of the area, in accordance with the BRE guidelines.

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 125 (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).

The proposal would result in minor to moderate localised impacts on daylight, sunlight and overshadowing. Such impacts are not unusual in the local context, being more urban with higher density development of a tighter knit grain. The BRE guidance advocates flexibility in such situations, it is considered the relationship of

the proposal to surrounding developments responds to its location and particular characteristics.

The slight alteration to the footprint of the upper part of the building would not result in significant change to the above stated impacts.

Reference has been made to the economic implications associated with loss of light and associated heat and the subsequent need for additional lighting for residents of surrounding property.

Taking into account the impacts set out above the development is not considered to be unduly harmful to the extent that they would be considered unacceptable and therefore warrant refusal of this planning permission.

Overlooking

The separation distances between buildings should ensure that impact on amenity from overlooking should be minimised. The slight alteration to the footprint of the upper part of the building would not result in significant change to overlooking / loss of privacy.



Comparison drawing

(b) Wind Environment

A wind assessment of potential effects in and around the site has considered the wind flows that would be experienced by pedestrians and the influence on their activities.

The safety results show that there are no significant effects within or immediately surrounding the site. The comfort results also show that there are no significant effects within or immediately surrounding the site for the intended pedestrian uses. The results showed lower wind speeds than in the previous assessment for a taller building on the site and will be even lower for this scheme.

All speeds encountered at the site are at lower comfort speed levels and no mitigation measures are required for either seating or entrance areas. The landscaping scheme will also introduce elements to reduce windspeeds further.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of emissions from roads. An assessment has considered the impact on air quality during construction and operational phases of development.

The level of construction vehicle traffic is considered to have a negligible impact upon air quality. Dust would be inevitable during demolition, earthworks and construction. Works would be undertaken in accordance with IAQM guidance to mitigate the impacts of dust.

The impacts on air quality once the development is complete would be negligible. The scheme is a car free scheme (with the exception of the three disabled accessible spaces proposed) with students encouraged to cycle with 63% secure on site cycle parking provision. The applicant has also submitted a travel plan and a condition is in place to secure further travel planning measures. Given the proximity of the Universities a large number of students would walk or utilise public transport available on 'The Corridor.'

In light of the above, it is considered that the proposal would comply with policy EN16 of the Core Strategy and the NPPF and the development will not have a detrimental impact on air quality.

(d) Noise

A Noise Impact Assessment has been considered as part of the application. The main source of noise from the development are from the construction activities and plant. Consideration has also been given to external noise sources on the habitable accommodation.

Noise levels from construction would not be unduly harmful provided the strict operating and delivery hours are adhered to along with the erection of a hoarding with acoustic properties, silencers on equipment and regular communication with nearby residents. It is recommended that such details are secured by condition.

The proposal is likely to require plant and details area required prior to first occupation and it is recommended that this is included as a condition of the planning approval.

The report also considers external noise sources on the proposed accommodation. The main source of noise would be from the traffic. The accommodation would have to be acoustically insulated to mitigate against any undue harm from noise sources. Further information is required about ventilation measures together with a verification / post completion report prior to the first occupation of the development.

Provided that construction activities are carefully controlled and the plant equipment and student accommodation is appropriately insulated the proposal is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

(e) Fume Extraction

Fume extraction for the commercial operations and kitchen areas could be integrated into the scheme and condition is recommended.

(f) Waste Management and Servicing Management

A development of this nature is likely to generate a significant amount of waste which has to be managed on a daily basis. There are challenges in ensuring efficient waste removal including ensuring that waste is recycled.

As part of Host's management of the development, occupants will be required to separate recyclable waste from non-recyclable waste and separate bins will be provided for this purpose within the communal bin area. There is available space within the accommodation for the segregation of waste.

Waste would be stored at ground floor level in an accessible store with sufficient capacity to accommodate recycling and general waste bins. The management company would manoeuvre the bins from the store to the layby on Booth Street West on collection day and return to the store once emptied. The building operator will provide a twice weekly collection using a private contractor. The collection point for bins from both the Student Residential Accommodation and the Community Hub will be from the temporary bin collection area located adjacent to the proposed lay-by off Booth Street West. The collection vehicle will be able to pull in to the lay-by directly from Booth Street West and pull back in without turning when leaving to merge with traffic. A condition is recommended to secure appropriate waste management.

A detailed servicing and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority to include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements.

(g) TV reception

A TV reception study had concluded that the proposal may cause some highly localised disruption to the reception of digital satellite television services to the immediate northwest of the site, particularly around Freeman Square, Millbeck Street and Boundary Lane). Should interference occur, moving satellite dishes to new locations out of any signal shadows should restore good reception conditions. No other interference is expected. This report related to the taller scheme.

A condition would require a post completion survey to be undertaken to verify the maintenance of at least the pre-existing level and quality of signal reception as identified in the submitted survey.

(h) Water quality, drainage and flood risk

The development has an area of less than 1 hectare and is not located in Flood Zone 2 or 3. A drainage strategy had been submitted with the application for assessment. Appropriate conditions have been recommended by the Flood Risk Management Team.

(i) Designing out crime

A Crime Impact Statement (CIS) prepared by Design for Security at Greater Manchester Police recognises that the proposals will result in the redevelopment of a building and site that unless re-used or redeveloped quickly will be very likely to be targeted by vandals and criminals leading to an erosion of the quality of the local environment, attracting further criminal activity to the area more widely, all of which is likely to impinge on the quality of life of nearby residents. It is recommended that a condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

(j) Ground conditions

There are no unusual or complex contamination conditions. A detailed risk assessment remediation strategy is required. The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. The approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

(k) Construction Management

Measures would be put in place to help minimise the impact of the development on local residents. 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 to be agreed to ensure the process has the minimal impact on surrounding residents and the highway network.

Response to comments received from objectors

Objections have been received on the grounds that the principle of development is unacceptable due to lack of demand for student accommodation, impact on the residential character of the area and that proposal constitutes overdevelopment that is excessive in height and scale that would cause loss of daylight and sunlight (which would have economic implications for occupants of surrounding property), overlooking, and increase impacts of noise and disturbance.

This report provides an analysis of those comments and concerns. The principle of development, contribution to regeneration and need for the student accommodation has been tested, meets the required planning policy criteria and guidance and has

the support of education providers. The application site location close to Oxford Road and the University Campuses makes it suitable.

The impact on the amenities of those residents within the existing residential neighbourhood have been considered. It is acknowledged that there may be some localised impacts as a result of the development particularly from change in outlook, impact on daylight, sunlight and wind conditions. In addition, there would be short term but temporary disruption from the construction process. These matters are not considered to be unduly harmful in the context and matters such as construction impacts can be carefully mitigation through a construction management plan.

The operational impacts of the development can also be managed. The student accommodation would be well managed by an experienced operator. Impacts from Waste, online deliveries, servicing and taxis can be managed.

The changes in outlook from surrounding residential buildings and changes to daylight and sunlight are not so substantial over and above those impacts that would result in a mirrored development of the site, therefore those impacts would not warrant refusal.

The proposal would bring significant economic, social and environmental benefits to the city and the local area. This must be given significant weight in the decision making process as directed by the NPPF.

Conclusion

It is acknowledged this application has generated concern and that on previous occasions, Members have deferred the proposal resolving to be minded to refuse. Amendments to the scheme were made to scale and height to address these concerns.

With the scale and massing of the building reduced and being less than the development allowed on appeal, it is not considered there would be undue adverse impact on the local area or existing residents. This conclusion is not solely based on the Inspectors decision as impacts have been tested as part of this current application.

As noted a reason for refusal on the grounds of the scale and the dominant visual impact could not be reasonably sustained.

The proposal conforms to the development plan and there are no material considerations which would indicate otherwise.

The proposal represents investment near to 'The Corridor' and is wholly consistent with planning policies for the site (Policy H12) and would help realise regeneration benefits and meet demand for student accommodation in a sustainable location. Significant weight should be given to this.

The design would set high standards of sustainability. The location would take advantage of the sustainable transport network. The site would be largely car free

(with the exception of the three disabled accessible spaces) which would minimise emissions.

Careful consideration has been given the impact of the development on the local area. Inevitably there would be some impacts but as already set out these would not be unacceptable.

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

Minded to Approve subject to a legal agreement containing affordable rent obligations for up to 20% of all bed spaces being advertised as being below market rent level in each academic year.

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 application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to this 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

10224-Z0-A-B5D8-G000-XP-00-001 Context Plan - Existing - Application Location and Ownership Extent
 10224-Z0-A-B5D8-G000-XE-EN-001 Context Elevation - Existing - North - Booth St West
 10224-Z0-A-B5D8-G000-XE-EW-001 Context Elevation - Existing - West - Boundary Lane
 10224-Z0-A-B5D8-JC20-XP-XX-001 Demolition Plan
 10224-Z0-A-B5D8-G000-PL-XX-001 Context Plan - Proposed - Site Plan
 10224-Z0-A-B5D8-G200-PL-00-001 GA Plan - Proposed - Ground Floor (Level 00)
 10224-Z0-A-B5D8-G200-PL-01-001 GA Plan - Proposed - Level 01
 10224-Z0-A-B5D8-G200-PL-02-001 GA Plan - Proposed - Level 02 - Typical Plan Type 01 - Levels 02 to 06
 10224-Z0-A-B5D8-G200-PL-07-001 GA Plan - Proposed - Level 07
 10224-Z0-A-B5D8-G200-PL-08-001 GA Plan - Proposed - Level 08
 10224-Z0-A-B5D8-G200-PL-RF-001 GA Plan - Proposed - Roof Level
 10224-Z0-A-B5D8-G000-EL-EN-001 Context Elevation - Proposed - North - Booth St West
 10224-Z0-A-B5D8-G000-EL-EW-001 Context Elevation - Proposed - West - Boundary Lane
 10224-Z0-A-B5D8-G200-EL-EN-001 GA Elevation - Proposed - North - Booth St West
 10224-Z0-A-B5D8-G200-EL-EE-001 GA Elevation - Proposed - East
 10224-Z0-A-B5D8-G200-EL-ES-001 GA Elevation - Proposed - South - Camelford Close
 10224-Z0-A-B5D8-G200-EL-EW-001 GA Elevation - Proposed - West - Boundary Lane
 10224-Z0-A-B5D8-G200-SE-AA-001 GA Section - Proposed - AA - East Facing
 10224-Z0-A-B5D8-G251-DE-00-001 Facade Details - Typical Curtain Walling - Level 00
 10224-Z0-A-B5D8-G251-DE-XX-001 Facade Details - Typical Lower Volume
 10224-Z0-A-B5D8-G251-DE-XX-002 Facade Details - Typical Upper Volume
 10224-SHP-RP-DAS Design and Access Statement N/A 02
 10224-SHP-RP-PA09 Planning Drawing Comparison Document - June 2023 & August 2023 N/A P02

Received 20 September 2023

Environmental Standards Statement prepared by Turley dated August 2023
 Fire Safety Strategy prepared by Hydrock dated 1 September 2023
 Overheating Assessment prepared by Amber dated March 2022
 Noise Impact Assessment prepared by Apex Acoustics dated 30 August 2023
 Waste Management Strategy prepared by Simpson Hough dated August 2023
 Transport Statement prepared by Eddisons dated August 2023

Received 26 September 2023

Crime Impact Statement (document ref. 2007/1181/CIS/02), produced by Greater Manchester Police
 Updated Economic Benefits Infographic, produced by Turley Economics
 Wind Microclimate Assessment (Version 1), produced by Wardell Armstrong

Daylight Sunlight and Overshadowing Report (Version 4), produced by Point 2

Received 26 August 2022

Flood Risk Assessment and Drainage Strategy 20049.00.00.D100 Rev 2 Shear Design

Preliminary Geoenvironmental Assessment 1909009.001B Parts 1 -3 Tweedie Evans Consulting

Bat Survey prepared by Middlemarch Environmental Ltd reference RT-MME-153624-03

Appraisal RT-MME-153624-01 Rev B; Gamecock Preliminary Bat Roost Assessment RT-MME-153624-02 Rev B Middlemarch Environmental Ltd

Ecology Assessment and Bat Roost Assessment Gamecock Preliminary Ecological Arboricultural Impact Assessment v5 Amenity Tree Care

Wakefield Townscape and Visual Impact Assessment 210423 Turley

Signal Survey, TV+ Radio Reception Impact Assessment / Broadband Connectivity

Gamecock Television and Radio Reception Impact Assessment v0.1 GTech Surveys

Summary Evidence of Student Need Gamecock Evidence of Need Report 06.04.21

Planning and Tall Building Statement Gamecock Planning Statement Turley

Air Quality Assessment Gamecock Air Quality Assessment V3AQ051800 Karius Ltd

Gamecock Archaeological Assessment v1.1 Salford Archaeology

Demolition Method and Environmental Management Plan Gamecock

Statement Turley Flood Risk Assessment / Drainage Strategy Gamecock

Green and Blue Infrastructure Statement Gamecock Green and Blue Infrastructure

Statement 3661 502 TPM LANDSCAPE LTD

MACH Acoustics Ltd Phase 1 Geo-Environmental Assessment Gamecock

Ltd Statement of Community Involvement Gamecock Statement of Community

Involvement V3 Cratus Communications Ltd

Student Management Plan Gamecock Student Management Plan v2 Host. Cushman

and Transport Statement / Travel Plan Assessment V2.1 Wardel Armstrong LLP

Demolition Construction Management Plan P-1628 Rhomco

Note on Flood Risk Comment

Received 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. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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.

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and 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.

5. a) Prior to the commencement of the development, details of a Local Labour 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 Labour 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 Labour Proposal
 iii) measures to monitor and review the effectiveness of the Local labour 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)

6. No development 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 evaluation through trial trenching;
 - dependent on the above, targeted open-area excavation and recording (subject to a separate WSI).
 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, which may include the installation of an information panel.
 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: In accordance with NPPF Section 16, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

7. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

8. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

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

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 in each phase 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. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site:
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;

- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11. 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 hereby permitted 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 - To protect residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

12. The hours of opening of the community hub are to be confirmed, in writing, prior to the first use of the development hereby approved.

Reason - To protect residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

13. 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 pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

14. 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.

15. a) 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. 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 nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

16. a) Before above ground works take place a scheme for acoustically insulating the proposed residential accommodation against noise from nearby busy roads and any other nearby significant noise sources shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The

approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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 LAeq (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 LAeq

Gardens and terraces (daytime) 55 dB LAeq

b) Prior to first occupation of the residential units, 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 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.

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 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) 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site 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 development is to be undertaken in accordance with the submitted waste management strategy. The strategy shall be implemented in full prior to the first occupation of the authorised development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester

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

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

20. The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (Sui Generis) 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) (including 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).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and 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.

21. Prior to the first occupation of the student accommodation hereby approved, the cycle store and disabled accessible parking provision shall be implemented and made available for the occupants of the development. The cycle store and disabled accessible parking provision shall remain available and in use for as long as the development is occupied.

Reason - To ensure there is sufficient cycle storage provision and disabled accessible parking provision in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

22. Prior to the first occupation of the development hereby approved 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 resurfacing
- Dropped kerbs/tactile paving
- Creation of a car club bay in close proximity to the development.
- Loading bay on Booth Street West
- Creation of new on street disabled parking places
- Traffic Regulation Orders

Improvements to the public realm including details of materials (including high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

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

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

23. Prior to the first occupation of development, a detailed servicing and deliveries strategy 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 the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

24. The development hereby approved shall be carried out in accordance with the Framework Travel Plan attached to the submitted Transport Statement.

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

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

- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the 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 at the development, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

25. Notwithstanding the TV And Radio Impact Assessment received, 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 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase 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 and radio 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 Manchester Core Strategy (2012).

26. The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Manchester Core Strategy (2012) policy DM1.

27. Prior to the first operation of the development hereby approved a signage strategy for the entire 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).

28. The development hereby approved shall only be carried out in accordance with measures detailed in the Environmental Standards Statement, received by the City Council, as Local Planning Authority on the 20th September 2023.

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 (NPPF).

29. 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).

30. (a) prior to the first occupation of the development hereby approved details of a hard and soft landscaping scheme (including appropriate materials specifications and street trees) for the public realm area 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.

31. Prior to the first occupation of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

32. Prior to occupation of the development hereby approved, a detailed Community Access Agreement shall be submitted to and agreed in writing by the City Council as local planning authority. The agreement shall incorporate details including hours of operation, type of community use and associated costs of use.

Reason - To maximise the use of the facilities by the community with regards to policy DM1 of the Core Strategy.

33. Prior to first occupation, a management, community benefit and engagement

plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include, but not be limited, the following:

- The appointment of a designated person to manage communications and engagement with the local community.
- Details for on-site management to allow 24/7 contact between the local community should issues arise.
- Details of the formal complaints procedure and how issues will be managed.
- Details of operational security measures
- A strategy for proactive engagement with the local community including dedicated drop-in sessions to discuss local issues.
- A strategy for contributing to local environmental improvements and initiatives.
- A litter picking strategy covering the vicinity of the site.

Reason - In the interest of managing the impact of the development pursuant to policy DM1 of the Manchester Core Strategy.

Informative - Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition 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. Site clearance should follow the recommendation R4 in the Middlemarch Preliminary Ecological Appraisal (RT-MME-153624-01 Rev B) with regards to terrestrial mammals.

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: 130387/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
 Work & Skills Team
 Greater Manchester Police
 United Utilities Water PLC
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : jennifer.connor@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
137346/FO/2023	19th Jun 2023	16th Nov 2023	Ancoats & Beswick Ward

Proposal Erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents' amenity space (Use Class C3a), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works following demolition of existing structures

Location Land Bounded By Naval Street To The North, Poland Street To The East, Jersey Street To The South And Radium Street To The West, Manchester

Applicant Manchester Life Development Company 3 Ltd

Agent Mrs Eve Grant, Deloitte LLP

EXECUTIVE SUMMARY

The proposal is for 256 apartments and ground floor commercial uses (Class E) in a part 5, part 10 storey building with hard and soft landscaping.

2 letters 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, previously developed site. The site forms part of the next phase of regeneration in Ancoats.

This development would be one of a number of residential led developments around Poland Street, alongside the Mobility Hub, which would deliver the infrastructure to support the new homes and population growth in the area.

The proposal would provide one, two and three bedroom homes which meet Council's space standards. It would be car free and supported by the Hub. Four accessible car parking bays would be provided on site, fitted with an electric car charging point. Commercial units would create active street frontages.

Economic 562 Jobs would be created during construction along with jobs provided through the applicant's apprenticeship programme. The proposal would generate GVA of around £33.53 million. Council tax of £371,000 would be expected per annum along with business rates from the commercial premises.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Commercial units would bring active frontages and

natural surveillance. The development would be fully accessible with 4 parking spaces for disabled people. Crime and anti social behaviour would be minimised.

Environmental This would be a low carbon development in a highly sustainable location. 100% on site cycle provision would be available with car club and car share available at the Mobility Hub and electric vehicle parking. There are no unduly harmful impacts on traffic and local air quality and any impact could be mitigated. Planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises impact on the canal. The ground conditions are not complex or unusual.

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 be a significant new building in the Ancoats Conservation Area. It would cause a low level of less than substantial harm to the conservation area which would be outweighed by the benefits of the scheme.

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking would 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 0.79 hectares and bounded by Naval Street, Poland Street, Jersey Street and Radium Street. It comprises hardstanding and warehouse buildings with a section of perimeter wall to Jersey Street. Ancoats is characterised by medium to high density residential developments, with ground floor commercial uses, either in new buildings or conversions.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses and Ancoats Green. Cotton Field Park, New Islington Marina New Islington Free School and the Medical Centre provide essential amenities.

The site is in the Ancoats conservation area and the following listed buildings or structures are within a 250 metres: Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Little Mill (Grade II), Union Street Bridge (Grade II), Victoria Square (Grade II), former Warehouse and office of Old Mill, Decker Mill and New Mill (Grade II), Decker Mill Old Mill (Grade II*), Former Church of St Peter (Grade II), Rochdale Canal retaining wall on the south side of Redhill Street west of Union Street Bridge (Grade II), Sedgwick Mill (Grade II), Paragon Mill (Grade II*) and Royal Mill (Grade II*). There are archaeological remains.

The site is in Flood Zone 1 and a critical drainage area. The Air Quality Management Area (AQMA) is approximately 112 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 following permissions have been granted nearby for homes and transport infrastructure, in order to have a coordinated approach to parking, cycle, deliveries and place making and public realm. The permissions are as follows:

- Ancoats Dispensary (130356/FO/2021) – approved June 2021, 39 homes with retained and refurbished facades of Ancoats Dispensary.
- Eliza Yard (130354/FO/2021) – approved June 2021, 118 homes and 583 sqm of commercial floorspace.
- Mobility Hub (130627/FO/2021) – approved June 2021, decentralised Delivery Hub promoting sustainable travel, with 150 bicycle stores, 221 sqm commercial floorspace, facilities to rent bicycles and 408 parking spaces.
- Downley Drive (130390/FO/2021) – approved June 2021, 68 homes with car and cycle use.
- Rodney Street (134154/VO/2022) – approved September 2022, 118 homes with car and cycle use.
- Jersey Wharf (133769/FO/2022) – approved January 2023, 190 homes with car and cycle use.
- Jersey Street bridge demolition (133406/VO/2022) – approved June 2022, demolition of the redundant canal bridge to create level access.
- Ancoats Green, Jersey Green and Prussia Street Greenway (136141/VO/2023) – approved March 2023, public realm improvements including Ancoats Green, Prussia Street Arm Greenway and Jersey Green.

These developments, including this proposal would provide over 700 new homes, including affordable housing, active and accessible ground floor commercial uses and employment spaces, an integrated transport hub together with the removal of vacant and underutilised sites from the Ancoats conservation area. The public realm would be improved significantly with improved accessibility, links and infrastructure.

The Proposal

The proposal is for a part 5, part 10 storey building to create 256 homes with 82 one beds (32%), 147 two beds (57%), 19 three beds (7%), 6 townhouses (2%) and 2 duplexes (1%). There would be a ground floor commercial unit (Cass E) of 1350 sqm. The commercial units would provide active frontages to Radium Street/Naval Street and Jersey Street/Poland Street.

A central courtyard would be formed separated by a row of small commercial units. A green amenity space would be provided for residents. A hard landscaped area would contain planting and seating and could be used for community events.

The facades would consist of brick and zinc cladding. A retained façade would form the new frontage to Jersey Street. The pedestrian environment would be improved with footway resurfacing.

There would be four on site parking spaces for disabled people and 70 car parking spaces (29%) would be reserved in the Mobility Hub for this proposal. There would be 256 cycle spaces and residents would have access to cycle facilities at the Mobility Hub. The building would be energy efficiency and be low carbon.

Five refuse stores would be located by the lift cores on the ground floor plus a commercial refuse store. Recycling would be prioritised. On collection days, the bins would be moved to Radium Street and collected via a new loading bay.

The Planning Submission

This planning application has been supported by the following information:

- Accommodation Schedule
- Planning Statement including Green and Blue Infrastructure Statement
- Design and Access Statement (Including Waste Management Strategy)
- Heritage Statement
- Archaeological Desk Based Assessment
- Flood Risk and Drainage Strategy
- Environmental Standards Statement
- Sustainability Statement
- Statement of Consultation
- Noise Assessment
- Air Quality Report
- Ground Conditions – Land Contamination / Stability Report
- Ecological Assessment
- Biodiversity Net Gain Assessment
- Transport Statement
- Travel Plan Framework
- Framework Construction Management Plan
- Local Labour Agreement: Statement of Intent
- Crime Impact Statement
- Ventilation Strategy
- Daylight / Sunlight Assessment
- TV Reception Survey and Broadband Connectivity Assessment
- Residential Management Strategy
- Fire Statement
- Viability Statement

Land Interest The City Council has an interest in the site as landowner and Members are 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 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. Two objections have been received. The comments received are summarised below.

- 10 storeys in too high for an area which has consisted of Mills;
- The proposal would block views and sunlight from homes which are lower;
- The building is at least two storeys too high and will darken streets;
- The height of the building does not taper to Ancoats Green creating an imbalance between Miles Platting and Ancoats;
- The developments in the area will diminish the historic environment of the area and will set a precedent for soulless high rise developments;
- There is a lack of parking for the development. The area cannot handle more traffic and parking and the hub would be very quickly at capacity.

Highway Services The proposal is unlikely to generate a significant increase in vehicular trips and there are no network capacity concerns. The 70 parking spaces in the hub (29%) 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 and a travel plan.

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 EV charging points to the disabled bays. Further ground condition investigations are required including verification regarding contamination on completion.

Works and Skills Team recommend a local labour condition.

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

Environment Agency no objection subject to conditions to ensure that there would be no unacceptable risk to controlled waters and that piling measures are agreed.

Greater Manchester Archaeology Advisory Service (GMAAS) archaeological remains of workers housing and the former glass works may survive in situ and may merit archaeological recording.

Greater Manchester Ecology Unit (GMEU) the building is used as a day roost by singular/small numbers of Common Pipistrelle. Mitigation measures are acceptable and should be implemented as part of the development. Clearance should not take place during bird nesting season. The scheme should include bird and bat boxes.

Historic England no objection on heritage grounds. The site is mainly vacant, occupied by single storey industrial buildings, and bounded in part by a wall that marks the remnants of other historic buildings. There are no objection to the site's redevelopment, which provides an opportunity to enhance the conservation area.

A mix of uses is proposed with a considerable variation in scale and massing. These elements are positive and respond to the historic form of Ancoats, which was characterised by a varied streetscape of residential and industrial buildings, of strikingly contrasting sizes, located side by side.

The proposals would break the eight-storey datum that has been established by recent nearby development. A development of varied scale would be more compatible with the character of Ancoats than one of a uniform single height.

The materials palette varies which requires careful consideration and detailing to ensure that the palette responds positively to the conservation area

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

Health and Safety Executive (HSE) have no concerns.

Aerodrome Safeguarding an informative is required in respect of use of cranes.

Policy

The Development Plan

The Development Plan consists of the Core Strategy (2012); and saved Unitary Development Plan policies (1995). The Core Strategy is the key document in the 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 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 economic growth. 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 256 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, Radium Street, Naval Street and Poland Street. The building would be a high quality addition to the street scene and complement existing and recent developments.

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 – This would be a high quality building filling a significant gap site in the Poland Street area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats. It would be fully accessible with secure accessible parking spaces, fitted with EV charging points. The remainder of the parking would in the Mobility Hub.

Policy T1 ‘Sustainable Transport’ - All public transport modes are nearby.

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 courtyard 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 area and add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with 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’ – The proposal could not provide affordable housing due to viability constraints. This has been independently tested. The viability

would be re-tested at an agreed date in the future to determine if the viability has improved and a contribution could be sought.

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 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 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 and the trees and planting represent a significant biodiversity enhancement. Vegetation clearance should not occur during bird nesting season. Bird and bat boxes would improve biodiversity of the site.

Policy EN16 'Air Quality' The impact on air quality would be minimised through the control of construction activities. A travel plan, 256 cycle spaces 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. Remediation measures are required to minimise 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 would not 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 which would secure a review of the schemes viability at a later stage together with securing the retention of the project architect.

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

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater

Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 8 November 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 256 new homes in a range of property sizes to meet the City's housing growth.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield city centre site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational. Makers spaces would support small businesses.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development in the conservation area and support the regeneration of this part of the Poland Street NDF.

Objective 5: Reduce inequalities and improve prosperity – The site is located close to the employment and educational opportunities in the city centre.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to the main train and tram station. The Mobility Hub would provide car share, cycle facilities and EV charging facilities.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes PV panels to the roof with improved biodiversity through 17 trees, planting and bird and bat boxes.

Objective 8: Improve the quality of our natural environment and access to green spaces – A courtyard would improve biodiversity and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and infrastructure nearby including schools, amenities and services.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth in the Core. The 256 homes would boost housing supply and would support job creation during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density residential led scheme in a highly sustainable location. Residents could access employment opportunities and amenities of the city centre. The public realm and biodiversity would be improved. The proposal would respond positively to the character of the conservation area and retain older heritage buildings.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022. The on site parking would be fitted with an electric vehicle charging point.

Policy JP-S5: Flood Risk and the Water Environment – The development would have a integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development – The homes would be space standard compliant in a high sustainable area.

Policy JP-H2: Affordability of New Housing – An appraisal has demonstrated that the proposal could not provide affordable housing. The viability would be tested at a future date. This is considered in detail in the report.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include 1, 2 and 3 bedroom homes which meet the City Council's space standards.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be 17 trees, planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site in a conservation area in a manner that responds to the areas character. External amenity space and event space would foster a sense of community. The development would promote recycling and offer public realm improvements.

Policy JP-P2: Heritage – The height, massing and appearance would respond positively to the character of the conservation. The former ironworks wall and the garage building would be retained to provide a range of heights across the site. The building would be at the back of footpath to define the street edge. The architecture and materiality would respond to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide makers accommodation and event space to support small businesses and provide a cultural venue. This would contribute positively to the character and vibrancy of Ancoats. The proposal would re-purpose the form ironworks façade and garages.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways would support an integrated network of street as set out in the Ancoats public realm strategy.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure at the Mobility Hub and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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 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 (September 2023)

The revised NPPF re-issued in September 2023. 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 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 60).

Paragraph 65 states that at least 10% of housing should be 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 redevelop a brownfield site In a key regeneration area for up to 256 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The scheme cannot support any affordable housing at this stage otherwise it would render the scheme not viable. A viability review would be undertaken at a later stage to understand if the viability has improved. This is considered in further detail within the report.

Section 8 *‘Promoting Healthy and Safe Communities’* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (para 92).

The proposal would be safe and secure. Cycle parking is provided along with accessible on site car parking. Car parking would be provided by the development at the new Mobility Hub on Poland Street. New public realm and green infrastructure would be provided.

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*' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; 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 110).

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 111).

Within this context, applications for development should: 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; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; 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; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that 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 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. 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 119).

Planning decisions should: 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; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; 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; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other 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 (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

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 125 (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 proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. 256 new homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable 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. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process*' (paragraph 126).

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; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design 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 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within 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 (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

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.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a). There is contamination at the site from its former uses/buildings. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as

through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport 20% of parking fitted with EV charging points.

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 (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; 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 197)

In considering the impacts of proposals, paragraph 199 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 200 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 202 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 203).

The proposal would result in a degree of harm to the 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.

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 exceeds of the threshold within “Urban Development Projects” which is 150 residential units. 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 economic success. There is a crucial link between economic growth, regeneration and the provision of homes 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, and the city centre population has increased significantly. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Over 3,000 homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new homes is critical to maintaining growth and success.

The Poland Street area has been identified for high density housing. A variety of housing types are proposed and would 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 Ancoats.

This is a previously developed brownfield site and would provide 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.

256 news homes would be provided in one, two and three-bed accommodation. 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. Commercial units would provide active frontages to Radium Street/Naval Street and Jersey Street/Poland Street

The proposal would have a link to the Mobility Hub. The Hub which would meet the parking and infrastructure needs of this scheme allowing for more active frontages and pedestrian friendly streets. This would help realise the visions set out in the various development frameworks for the area to minimise traffic impacts and enhance pedestrian movements.

The development would deliver significant economic and social benefits and create 562 construction jobs and 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 to fully realise the benefits of the proposal. 256 new homes would create additional Council Tax revenue of £371,097.

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.

256 homes are proposed 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 makes little contribution to the area, creates 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 viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £1,663,000 is within the expected range based on comparable evidence. The Gross Development Value would be £88,450,918 for open market sales and £83,877,322 for Build to Rent which would give a profit of 15% and 10% on GDV respectively.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The viability would be subject to review at an agreed date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

Climate change, sustainability and energy efficiency

This 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 development would be car free with the exception of four bays for disabled people, each fitted with an electric charging point. A travel plan would encourage residents to use public transport to minimise vehicle trips. A secure cycle store would include 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 with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. These measures would provide highly efficient heating and cooling systems. Photovoltaic (PV) panels to the roof would provide renewable energy. The 304 kWp PV array would generate 224 MWh. 98% of the generated yield would be utilised on site within landlord areas.

These measures would enable the development to achieve a compliance with Part L 2021 which would be a 31% improvement of 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 through a planning condition would verify that this has been achieved.

The proposal would also be adapted to climate change through the provision of green infrastructure including landscaping, trees and an efficient drainage system to minimise the effects of surface water. Bird and bat boxes would improve biodiversity.

Impact of the historic environment and cultural heritage

The site is in the Ancoats Conservation Area and there are listed buildings close to the site. 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. There are lower rise commercial and residential buildings 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 car parks 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 development of the vacant site is an opportunity to enhance the character, appearance, and significance of the conservation area. The vacant nature of the site has a detracts from the appearance of the conservation area.

The heritage statement identifies a number of key views for the purposes of assessing impacts on the conservation area. These are:

- View 1: Looking south along Radium Street;
- View 2: Looking East along Jersey Street;
- View 3: Looking west along Jersey Street;
- View 4: Proposed development looking south along Poland Street.

Consideration of the impact of development on each view is considered below.

View 1: Looking south along Radium Street

This view is from Radium Street, looking south towards Jersey Street with the listed Beehive Mill (Grade II*) on the right and the proposal on the left.



View 1: Looking south along Radium Street

The proposal would replace low rise industrial buildings in the conservation area with a building at back of pavement line that would support and activate the street layout. The development would be noticeably larger than the existing but would provide a sense of enclosure which is replicated by Beehive Mill. The height steps down to 6 storeys on Radium Street to respect the setting of the listed building. The dark red tone brickworks provide a complementary palette of materials in the conservation area.

View 2: Looking East along Jersey Street

This view looks east along Jersey Street with the listed Beehive Mill in the foreground on the left; the Flint Glass Works to the right and the former pub house on the corner of Radium and Jersey Street in the middle ground.

***View 2: Looking East along Jersey Street***

The proposed view demonstrates the impact of the development on the street scene. It would remove and repurpose the vacant portion of the site, including the historic wall and re-established development to back of footpath. The variety and contrast of the brick work, zinc cladding, building heights and roof pitch break up the massing. The setting of Beehive Mill and the other historic buildings in the vicinity are respected as the lower elements of the development adjacent to the historic buildings. The commercial uses provide active frontages and natural surveillance to the street.

View 3: Looking west along Jersey Street

This view looks west along Jersey Street at its junction with Poland Street.



View 3: Looking west along Jersey Street

The view demonstrates the positive impact of re-establishing the corner in the conservation area with built form, the active street edge provided by the commercial unit and new public realm works in the form of the enhanced paving treatment. The mixture of scale, massing and materials responds positively to the historic grid pattern and character of plots with development at back of footpath. The setting of Beehive Mill and New Little Mill remain legible and understood in the street scene as a result of the lower building height of the development in this view.

View 4: Proposed development looking south along Poland Street

This view is on Poland Street looking south towards Jersey Street, with a glimpse of the Flint Glass Works.



View 4: Proposed development looking south along Poland Street

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 with definition to the street corner. The robust masonry façade and deep window reveals provides a modern Ancoats building that responds to the façade detailing of the historic mills in the area and the conservation area. The change in height of the building to 8 storeys then 5 storeys is evident in this view towards Jersey Street

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 would result in less than substantial harm, as defined by paragraph 202 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 199 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 on heritage grounds and consider that the redevelopment provides an opportunity to enhance the conservation area through the variation of scale and massing. Historic England acknowledge that the proposal would go beyond the 8 storey datum established by the framework but consider that the varied scale would be more compatible with the character of Ancoats than one of a uniform single height.

This 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 it would cause some harm. Notwithstanding this, the massing and use of materials creates a development that helps define the street edges with a materiality and façade approach which would complement the older buildings in the conservation area, such as being located along the street edge, use of masonry and regular, deep window arrangements.

The proposal would result in a low level of less than substantial harm as defined by paragraph 202 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 202 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 202 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 deliver 256 homes in a highly sustainable location.

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 at back of footpath and re-establishing development on the Poland Street/Jersey Street/Radium Street and Naval Street. Whilst the building would be large in part, it would have lower elements which contributes to the significance of the conservation area and respects adjacent listed buildings. The proposal would retain and re-purpose the historic wall and warehouse buildings onto Jersey Street retaining the historic street scene.

All heritage assets would remain legible and understood with their setting being enhanced through the redevelopment of the vacant site. Resurfacing of the footpaths would enhance the public realm in line with the public realm strategy. Active street frontages would bring natural surveillance.

The proposal would create 562 full time equivalent jobs during construction and in the supply chain. 56 jobs would be created when the building is operational through management and operations 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. Council Tax receipts and business rates of £371,000 per annum would be generated.

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 four on site bays for disabled people fitted with electric car charging points. 100% cycle provision would be available.

The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits 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 202 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 202 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to former works housing and glass works. 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.

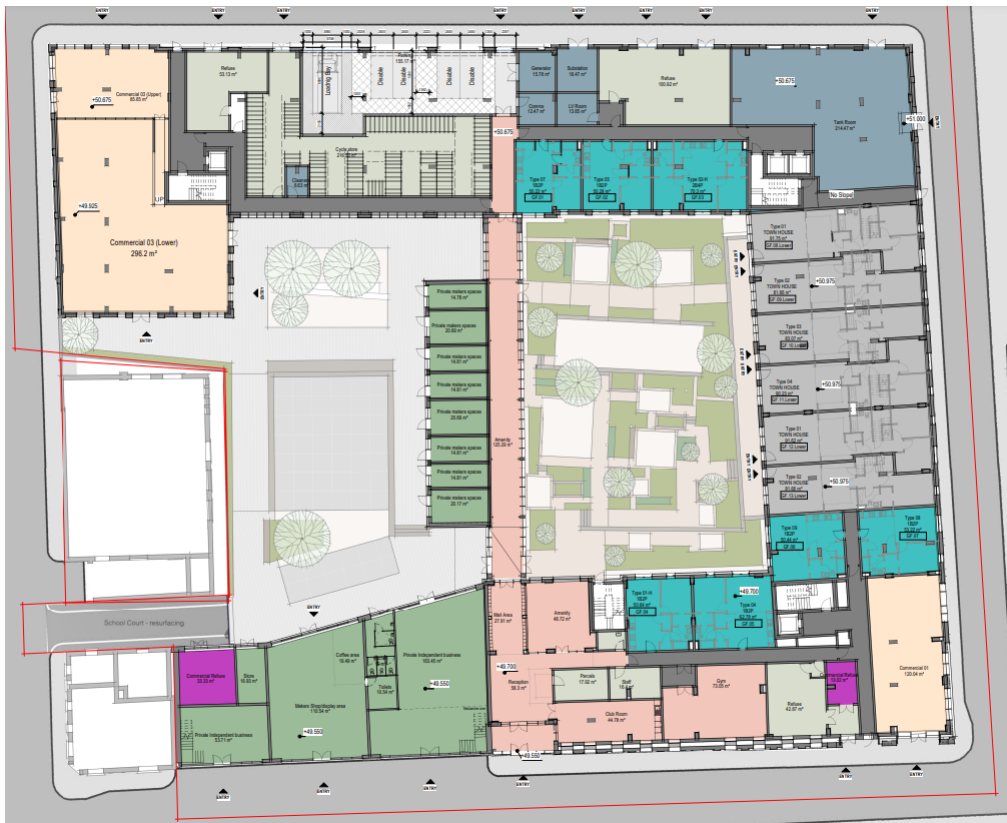
Layout, scale, external appearance and visual amenity

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

The building would be situated at back of pavement to Jersey Street, Radium Street, Naval Street and Poland Street. This would redefine the street edge and respond positively to the prevailing character of the conservation area where many buildings are arranged in this way. The pedestrian entrance would be from Jersey Street. The bike store, resident's amenity space, bin store and staff areas and parking for disabled people would be on the ground floor.

The proposal would retain (and rebuild if necessary) the Howarth Metal Garages and the remaining Phoenix Ironworks wall on Jersey Street. This would retain the scale and character of the former commercial uses and re-purpose them.

Two commercial units on the ground floor would be accessed from Radium Street/Naval Street and Jersey Street/Poland Street. A resident's courtyard would be created in the centre of the site with makers spaces and a makers yard.



Ground floor layout (commercial units in buff)

The Makers' Yard would mainly be used by independent craft makers with access to residents. Public access would be managed through the building off Jersey Street. Managed service access from Radium Street is required for organised events. The resident's garden is a private, communal space.

The homes on the upper floors would be space standard compliant and offer a variety of dwelling sizes.

This would be a significant development. Its height of the building would in part exceed the emerging character of this part of the Poland Street Zone where buildings up to 8 storeys are considered to be acceptable.

The height and massing has been broken down into distinct elements which is also reflected in the materials. The 10 storey element is on the corner of Poland Street and Naval Street and the building gradually steps down to 9/8 and then 6/5 storeys along Jersey Street and Radium Street with the retained buildings along Jersey Street preserving the character of the conservation area.

Historic England have no concerns about the height remarking and state that a development of varied scale would be more compatible with the character of Ancoats a uniform single height.

The proposal would consist of two main materials. Red brick to the main building and a standing seam zinc to the building to the rear of the retained iron works façade. Different mortar joints, projecting brick work and deep window reveals would provide a contemporary feel with the repetitive grid of windows reflecting the older buildings in the conservation area.

The corner blocks would be a distressed waterstruck brick with pier recess while the street blocks would have a brick from the same quarry with a lighter tone. Different mortar types would help to differentiate the grid and detailing. The standing seam zinc would contrast with the brick work and provide a reference to the sites historical use as a metal works.

Final details of some façade elements are to be agreed including appearance of metal work, ventilation strategy and brick detailing.

The impact on the conservation area is considered elsewhere in the report. The proposal would act as a catalyst for further regeneration in Ancoats. As other schemes come forward, it would become part of a more established street scape.

Conditions would ensure that the proposal is delivered to the required standard.

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

The proposal would be formed around a private garden which would provide external recreational space for residents, alongside a makers yard for the makers space. The makers space could be used for social events. A sunken square in the Makers Yard would be surrounded by seating. It could be used for events including pop up stalls.



Makers Yard and Residents Garden



Makers Yard layout



Images of the Makers Yard



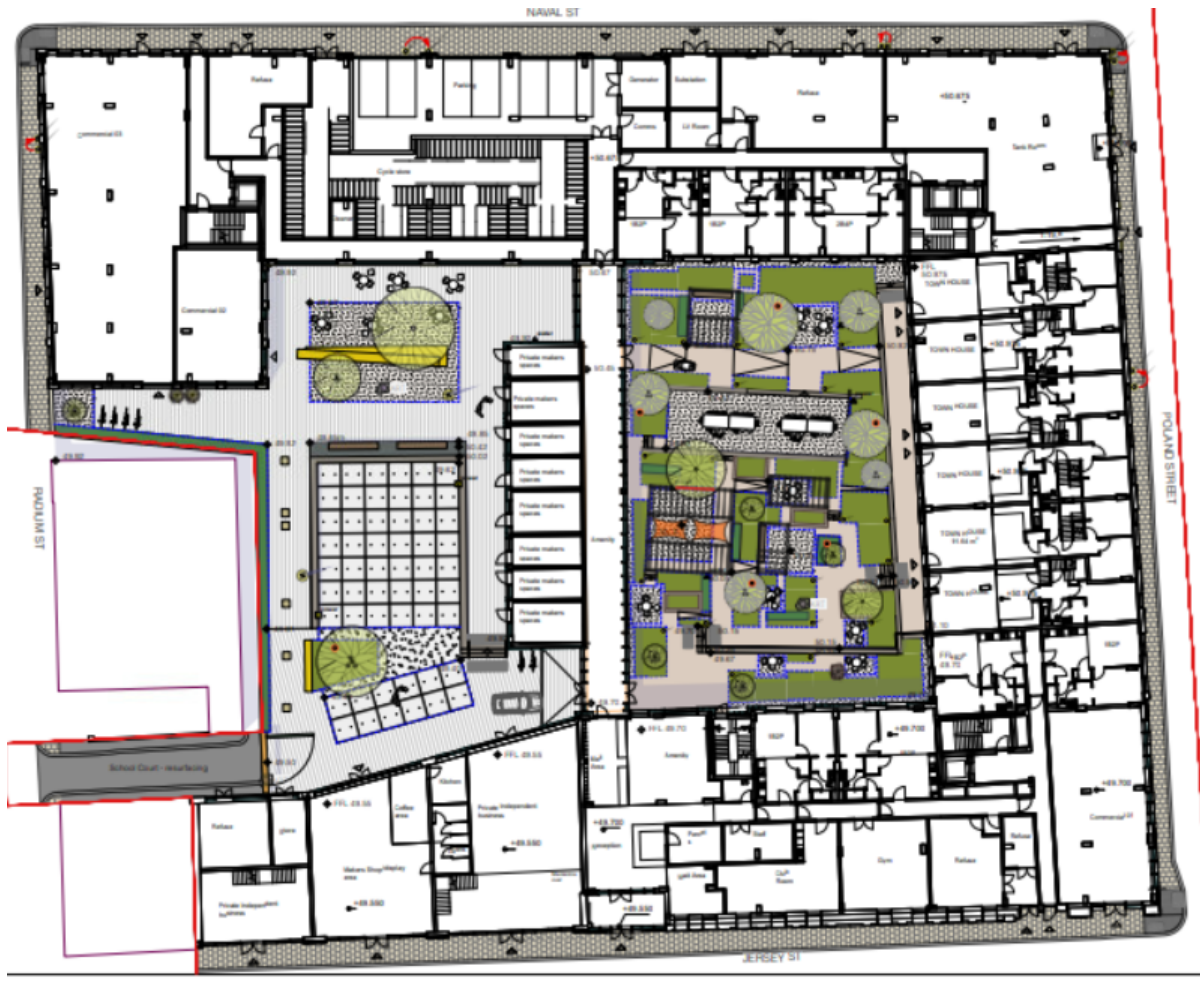
Residents garden



Image of the resident's garden

The residents garden would have planting, raised planters and pergolas with 17 trees in the soft landscaping. This would improve on site biodiversity and enhance the setting to the proposal.

Footways around the site. would be improved/reinstated. This would include high quality materials, including natural stone where appropriate and in line with the Poland Street Zone Public Realm Strategy (2022).



Hard and soft landscaping layout

Impact on Biodiversity

The site currently has a low biodiversity value. The proposal would significantly increase green infrastructure with 17 trees and low level planting. Bird and Bat boxes would provide new habitats. A management plan should ensure that these improvements are maintained for the life of the proposal.

Impact on Ecology

The development would not result in any significant or unduly harmful impacts to local ecology. There is evidence that the existing building are supporting birds and bats and measures have been agreed with the ecology unit which should be implemented as part of the proposal. 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

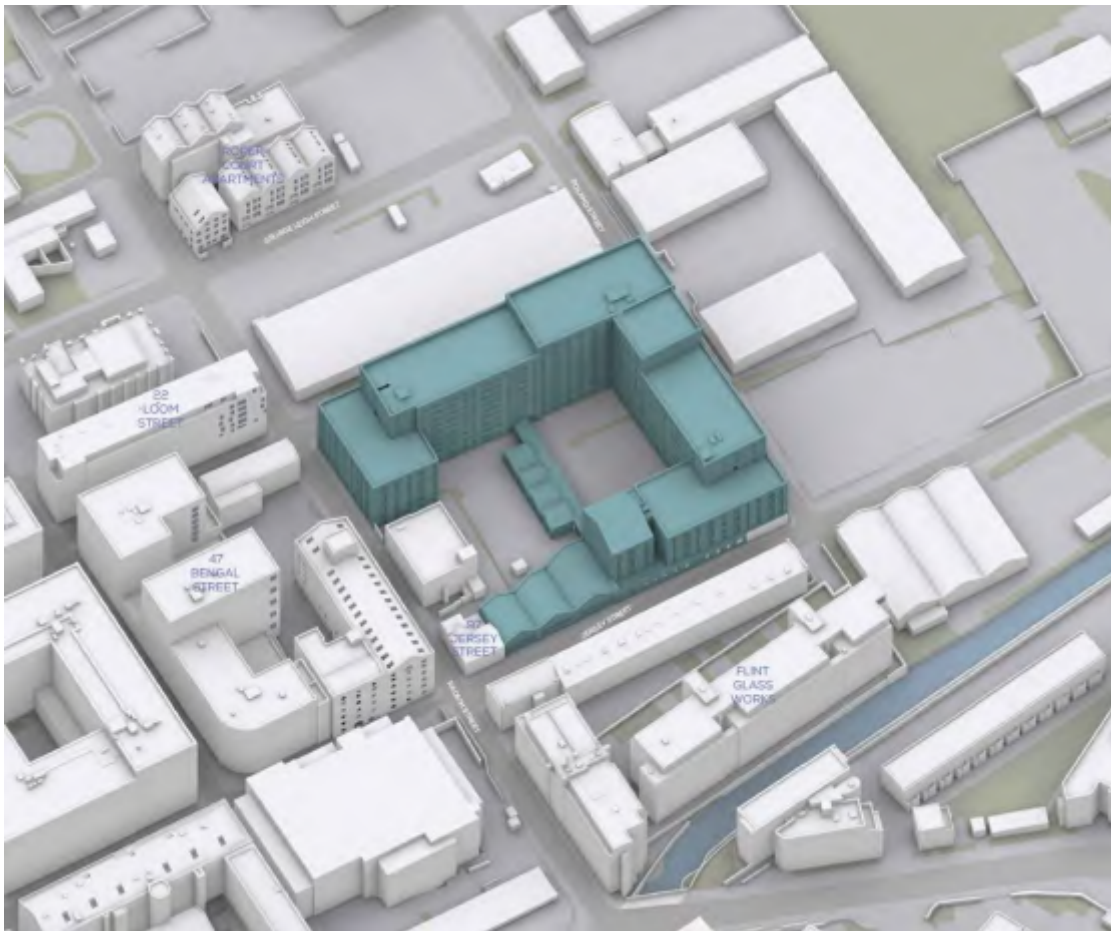
An assessment has been undertaken to establish the likely effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

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:

- Roper Court Apartments;
- Flint Glass Works;
- 22 Loom Street;
- 47 Bengal Street; and
- 97 Jersey Street.

Consideration has also been given to the development at Eliza Yard, Jersey Street which has planning permission but above ground works have not commenced.



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).

Roper Court Apartments

100 windows assessed for VSC daylight and 84 would fully comply with the BRE target criteria. The deviations from the BRE criteria for VSC daylight can typically be attributed to windows that are located underneath balconies, within a deep recess, or between the two blocks of the property.

The BRE guidance states that a reduction of 20% or less would not be noticeable to occupants, meaning a window which meets the 27% VSC daylight target without the proposal in place could be reduced by 5.4% without being noticeable. However, the low baseline levels to these windows means that small reductions in VSC lead to proportionally higher percentage changes. The worst affected window experiences a reduction of 4.6% VSC, which would not be noticeable were it currently achieving 27% VSC, but it does not meet the target as the window currently receives 7.5% VSC. Locating windows beneath balconies therefore places a burden on the development site to maintain low existing levels. As such, deviations from the BRE target criteria are largely attributed to the design of Roper Court, and the impacts to VSC daylight are therefore considered minor and acceptable.

23 of the 27 rooms assessed for NSL would comply with the BRE target criteria, and the four which do not are served by the same recessed windows, resulting in low baseline levels. They are all bedrooms, which the BRE states have a lesser requirement for daylight. As such, the impacts to NSL would be minor and acceptable and would not warrant refusal of this planning application.

With the proposal in place, this property would fully accord with the BRE target criteria for APSH sunlight.

Flint Glass Works

All windows/rooms would continue to fully accord with the BRE target for VSC and NSL daylight together with APSH for sunlight.

22 Loom Street

All windows would continue to fully accord with the BRE target for VSC daylight and APSH sunlight. Two rooms would not meet the NSL daylight criteria and would be reduced by between 20-30%, which is considered a minor reduction. One of the two rooms is a bedroom, which the BRE considers as having a lower requirement for daylight. The impacts to NSL daylight are isolated and minor and would therefore not warrant refusal.

47 Bengal Street

All windows/rooms would continue to fully accord with the BRE target for VSC and NSL daylight together with APSH for sunlight.

97 Jersey Street

All 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.

Eliza Yard

54 of the 113 windows that do not meet the criteria for VSC daylight, and 33 of 49 rooms which do not meet the NSL daylight criteria, are bedrooms, which the BRE states have a lesser requirement for daylight.

36 windows to living kitchen diners do not meet the VSC daylight target and 16 rooms do not meet the NSL daylight target. It is considered that this is a small proportion of the windows and rooms and an even smaller proportion in context to the building as a whole.

There are 10 rooms do not meet the criteria for APSH sunlight. This again represent a small number of windows within the development as a whole.

There would be reductions to the daylight and sunlight received at Eliza Yard once constructed and occupied, but this needs to be considered in the context of the transformational change that is taking place in the area and the increase in height density and height associated with it.

The distances between the surrounding building would be acceptable in this urban context. The proposal is separated from existing developments by the road network which provides separation distances to protect 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 monitored during construction and a condition would require of a post completion survey to be undertaken to verify 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 112 metres to the north on 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 would be construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes could experience impacts from construction dust. There would be emissions from construction traffic entering the site Poland Street and Jersey Street. There could be cumulative impacts if the Mobility Hub development on Poland Street is under construction at the same time.

The impact on human health would be low and would be minimised by dust suppression measures and other good practices which must be implemented throughout the construction period. This would be secured through the construction management plan condition.

When the development is occupied, air quality could be affected by increases in pollutant concentrations from traffic exhaust emissions. However, based on the trip generation, this 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 affect air quality. 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 four bays for disabled people, fitted within an EV charging point. This would help residents to 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 at the Mobility Hub. This is expected to further reduce trips in the area. The Hub would provide 25% electric car charging infrastructure.

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 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 residents. This should be secured by a planning condition.

The main noise source to the homes would be from traffic on surrounding roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the homes are acceptable. This would be verified before 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 117 sqm internal refuse store serviced from a loading bay on Radium Street and accommodate 59 x 1100l Eurobins and 10 x 240l Wheelie Bins assuming fortnightly collections. The commercial units would have their own dedicated space. The bins would be stored in three refuse stores adjacent to the building cores enabling residents to use the stores as they leave the building. All refuse stores would be mechanically ventilated. Management would move full bins to the kerb side on Poland street and promptly move them back when emptied on collection day.

The residential refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1. Final details would need to be agreed for the commercial units once tenant requirements are known.

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 homes have been designed to space standards with adequate circulation. There is level access for visitors via lift and entrances to apartments are level access. There would be four dedicated accessible parking spaces.

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 has been submitted which seeks to minimise surface water run off. Further details are required to finalise the 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 have a minimal impact on the surrounding highway network. This would be a car free development with the exception of four disabled bays, which would be fitted with an electric car charging point.

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. 70 spaces would be allocated to this development (around 29% 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.

256 secure cycle spaces would be provided at the site. This development would 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 Radium 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. A condition would require the CIS to be 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 required by the Environment Agency to prevent contamination seeping into the ground water during construction. 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 which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent dirt and debris on roads.

Construction vehicles are likely to use Oldham Road and Great Ancoats Street which should minimise disruption on the network. Consideration would need to be given to cumulative impacts with the Mobility Hub if the two are brought forward simultaneously. The applicant would communicate with local residents and businesses to ensure that impacts are minimised and access is maintained to minimise 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.

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.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control. The HSE have raise no concerns regarding the proposal.

Legal Agreement

A legal agreement under section 106 of the Planning Act would secure a mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

In addition, there is a requirement to retain the original architect to ensure that the development is delivered to the design quality set out in this planning application together with discouraging residents to purchase a parking permit to minimise on street parking. This is in line with policy PA1 ‘Developer Contributions’, EN1 ‘Design Principles and Strategic Character Areas’ and DM1 ‘Development Management’.

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 positively 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).

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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

Minded to Approve subject to the signing of a legal agreement to secure a re-testing of the viability to determine whether a future affordable housing contribution can be secured and to secure the use of the project architect,

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 of the 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

PIW-CRL-ZZ-00-DR-AR-P16000 REV P3, PIW-CRL-ZZ-00-DR-AR-P18000 REV P3, PIW-CRL-ZZ-00-DR-AR-P12000 REV P3, PIW-CRL-ZZ-01-DR-AR-P12001 REV P3, PIW-CRL-ZZ-01-DR-AR-P12002 REV P3, PIW-CRL-ZZ-01-DR-AR-P16001 REV P3, PIW-CRL-ZZ-01-DR-AR-P18001 REV P3, PIW-CRL-ZZ-02-DR-AR-P16002 REV P3, PIW-CRL-ZZ-02-DR-AR-P18002 REV P3, PIW-CRL-ZZ-03-DR-AR-P12003 REV P3, PIW-CRL-ZZ-03-DR-AR-P16003 REV P3, PIW-CRL-ZZ-03-DR-AR-P18003 REV P3, PIW-CRL-ZZ-04-DR-AR-P12004 REV P3, PIW-CRL-ZZ-04-DR-AR-P16004 REV P3, PIW-CRL-ZZ-04-DR-AR-P18004 REV P3, PIW-CRL-ZZ-05-DR-AR-P12005 REV P3, PIW-CRL-ZZ-05-DR-AR-P16005 REV P3, PIW-CRL-ZZ-05-DR-AR-P18005 REV P3, PIW-CRL-ZZ-06-DR-AR-P12006 REV P3, PIW-CRL-ZZ-06-DR-AR-P16006 REV P3, PIW-CRL-ZZ-06-DR-AR-P18006 REV P3, PIW-CRL-ZZ-07-DR-AR-P12007 REV P3, PIW-CRL-ZZ-07-DR-AR-P16007 REV P3, PIW-CRL-ZZ-07-DR-AR-P18007 REV P3, PIW-CRL-ZZ-08-DR-AR-P12008 REV P3, PIW-CRL-ZZ-08-DR-AR-P18008 REV P3, PIW-CRL-ZZ-09-DR-AR-P12009 REV P3, PIW-CRL-ZZ-09-DR-AR-P16008 REV P3, PIW-CRL-ZZ-09-DR-AR-P18009 REV P3, PIW-CRL-ZZ-10-DR-AR-P12010 REV P3, PIW-CRL-ZZ-10-DR-AR-P16009 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P20001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P21001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P21002 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22002 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22003 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P30001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P31001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P31002 REV P3 and PIW-CRL-ZZ-ZZ-DR-AR-P31003 REV P3, REV P3, 3059-PLA-00-GF-DR-L-0001 REV P03 received by the City Council, as Local Planning Authority, on the 8 November 2023

75001 Rev P03 received by the City Council, as Local Planning Authority, on the 19 September 2023.

05002, 05005, 05006 received by the City Council, as Local Planning Authority, on the 22 August 2023

Supporting Information

Planning Statement including Green and Blue Infrastructure Statement prepared by Deloitte LLP, Design and Access Statement (Including Waste Management Strategy) prepared by CRTKL, Heritage Statement prepared by KM Heritage, Archaeological Desk Based Assessment prepared by Salford Archaeology, Flood Risk and Drainage Strategy prepared by Curtins, Environmental Standards Statement prepared by Buro Happold, Sustainability Statement prepared by MLDC/Buro Happold, Statement of

Consultation prepared by Deloitte, Noise Assessment prepared by Sandy Brown, Air Quality Report prepared by Hoare Lea, Ground Conditions – Land Contamination / Stability Report prepared by Curtins / E3P, Ecological Assessment prepared by The Environment Partnership, Biodiversity Net Gain Assessment prepared by The Environment Partnership, Transport Statement prepared by Curtins, Travel Plan Framework prepared by Curtins, Framework Construction Management Plan prepared by MLDC, Local Labour Agreement: Statement of Intent prepared by MLDC, Crime Impact Statement prepared by GMP, Ventilation Strategy prepared by Buro Happold, Daylight / Sunlight Assessment prepared by GIA, TV Reception Survey and Broadband Connectivity Assessment prepared by GTech Surveys Ltd, Residential Management Strategy prepared by MLDC, Fire Statement prepared by Hoare Lea and Viability Statement prepared by Savills received by the City Council, as Local Planning Authority, on the 19 June 2023.

Bat Survey Technical report prepared by The Environment Partnership received by the City Council, as Local Planning Authority, on the 7 September 2023

Email from Deloitte dated the 19 September 2023

Email from Deloitte dated the 31 July 2023

Response to HSE comments prepared by Hoare Lea received by the City Council, as Local Planning Authority, on the 31 July 2023

Biodiversity metric, commercial and residential waste storage received by the City Council, as Local Planning Authority, on the 31 July 2023

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 (excluding above ground demolition), 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) Prior to any demolition of building 1, as identified in the Bat Survey Technical Report Version 2.0 prepared by The Environment Partnership (TEP) dated August 2023 (ref. 9806.005) received by the City Council, as Local Planning Authority, on the 7 September 2023, evidence of a Regulation 55 Licence shall be submitted for approval in writing by the City Council, as Local Planning Authority. No demolition or vegetation clearance works shall take place until written approval has been issued by the City Council, as Local Planning Authority.

Reason – In the interest of ensure that there is no unduly harmful impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Curtins received by the City Council, as Local Planning Authority, on the 19 June 2023, (a) the development shall not commence (excluding above ground demolition) 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:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- 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 45% 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 the drainage hierarchy shall be evidence based and supported by site investigation. 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.

- Hydraulic calculation of the proposed drainage system, including all parameters.
- 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) No demolition or development (excluding above ground demolition) 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 and / or a watching brief.

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).

8) a) Notwithstanding the Phase I Geoenvironmental Site Assessment, Manchester Life Phase 3, E3P, Reference: 13-729-R1, Dated: February 2020, Phase II Geoenvironmental Site Assessment, Land at Jersey Street, Parcel A, Ancoats, E3P, Reference: 13-350-R3, Dated: February 2020, Ground Gas Addendum Report, Land

at Jersey Street, Ancoats, Parcel A, E3P, Reference: 13-729-R3-A, Dated: April 2020. received by the City Council, as Local Planning Authority, on the 19 June 2023, the development shall not commence (excluding above ground demolition) 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 Investigation of north and west of Parcel A upon demolition of structures (currently not accessible)
- Vapour risk assessment
- Updated risk assessment based on the proposed development (i.e., no basement/undercroft parking)
- Remediation and enabling works strategy
- Completion of UK WIR assessment of post remediation soils to determine appropriate pipeline selection.

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.

9) Notwithstanding the Framework Construction Management MLDC stamped as received by the City Council, as Local Planning Authority, on the 19 June 2023, demolition shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval 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 Consultation with local residents/local businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;

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

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

10) Notwithstanding the Framework Construction Management MLDC stamped as received by the City Council, as Local Planning Authority, on the 19 June 2023, the development (excluding demolition) shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval 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 Consultation with local residents/local businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- 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 and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

11) 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.

12) The window brick reveals and brick soffits for the development shall be carried out in accordance with drawings PIW-CRL-ZZ-ZZ-DR-AR-P22001, PIW-CRL-ZZ-ZZ-DR-AR-P22002 and PIW-CRL-ZZ-ZZ-DR-AR-P22003 received by the City Council, as Local Planning Authority, on the 8 November 2023.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

13) a) Prior to the commencement of the development (excluding above ground demolition), 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 as set out in the KPI document received by the City Council, as Local Planning Authority, on the 19 June 2023.

(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).

14) 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.

15) 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.

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).

16) 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 19 June 2023. 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.

17) Notwithstanding drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, (a) prior to any above ground works commencing, details of a hard and soft landscaping scheme (including appropriate materials, specifications) 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.

18) (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).

19) (a) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, prior to the first use of each commercial unit and makers spaces as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8th November 2023, 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).

20) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, 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.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Any resultant changes to building fabric need to be in accordance with the overheating criteria set out in the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023

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).

21) The residential element shall be carried out in accordance with the residential waste storage received by the City Council, as Local Planning Authority, on the 31 July 2023. 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 arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

22) Prior to the first use of the commercial uses and makers spaces as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, details of a waste management strategy for the storage and disposal of refuse for the commercial uses of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the commercial uses 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 commercial, health centre and school elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) Prior to the first use of each of the commercial units and makers spaces, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, 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).

24) Prior to the first use of each of the commercial units and makers spaces as indicated drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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).

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 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.

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 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) 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).

28) The commercial units and makers spaces hereby approved, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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.

29) Prior to the first use of the external landscaped areas around the development as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

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

30) The commercial units and makers spaces, as shown on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 received by the City Council, 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.

31) The three commercial units and makers spaces, as indicated drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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).

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.

32) 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.

33) 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.

34) 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 13 June 2023. 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.

35) 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 13 June 2023.

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).

36) Prior to the first occupation of the residential element, the 256 space cycle store shall be implemented in accordance with drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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).

37) Prior to the first occupation of the residential element of the development hereby approved, the four disabled car parking spaces, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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).

38) 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 in line with the Poland Street Zone Public Realm Strategy (2022) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Footway reinstatement and tactile paving to Jersey Street, Radium Street, Naval Street and Poland Street. These footway improvements/reinstatement works shall include details of materials (including the use of high quality material including natural stone where appropriate and in line with the Poland Street Zone Public Realm Strategy (2022);
- Dropped crossings to facilitate entrance to the car parking spaces;
- Introduction of Traffic Regulation Orders to Radium Street, Naval Street, Poland Street and Jersey Street to prohibit parking and allow loading/unloading on Radium 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).

39) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, 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.

40) Prior to the first occupation of the residential element, the installation of 6, 7kw fast charging electric car charging points to the four disabled bays, as shown on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 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).

41) 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).

42) 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.

43) 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. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building 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).

44) 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.

45) 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.

46) Prior to the commencement of a Construction Phase (excluding above ground demolition) a detailed strategy for the provision of accessible dwellings (including a specified number of accessible wheelchair dwellings) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each relevant phase of the development and thereafter retained.

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

47) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes on Jersey Street, Poland Street, Radium Street and Naval Street.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

48) 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.

49) Prior to the first occupation of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building 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

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

- 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. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition 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
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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: 137346/FO/2023 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.

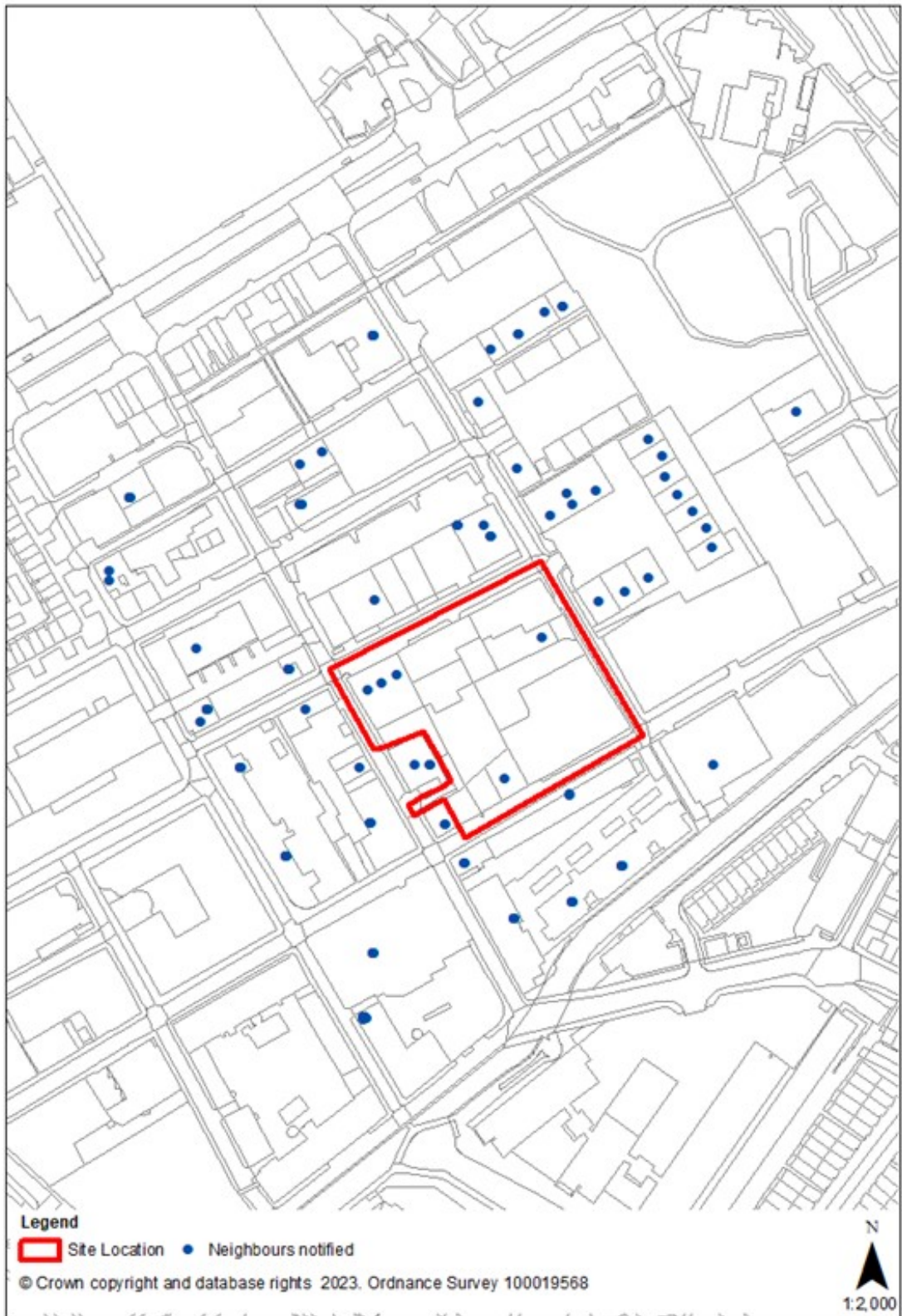
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
MCC Flood Risk Management
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
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Active Travel England
Greater Manchester Ecology Unit
Sport England**

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
135952/FO/2023	4th Sep 2023	16 th Nov 2023	Woodhouse Park Ward

Proposal Application for full planning permission for the severable and phased construction of five units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) providing a total gross external area of 36,706 sqm; and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway.

Location Atlas Business Park, Simonsway, Manchester, M22 5PR

Applicant Aviva Investors

Agent Mr Thomas Lord, Turley

Executive Summary

The application relates to the development of land adjacent to the existing Atlas Business Park, Simonsway, within the Woodhouse Park ward. Part of the site was previously used for the former Ferranti factory and comprises brownfield land predominantly comprising the western half of the site with the remainder of the site being greenfield, previously undeveloped and being within the Greater Manchester Green Belt.

The key issues to consider in this application are:

- The principle of the development including the loss of green belt land and its compliance with the relevant policies of the Manchester Local Plan and the National Planning Policy Framework.
- The impact of the development on the character and appearance of the area, including the design, layout, scale, massing and materials of the proposed buildings.
- The impact of the development on the amenity of neighbouring properties, especially in terms of noise, light, privacy and outlook.
- The impact of the development on the highway network, parking provision, pedestrian and cycle accessibility and safety.
- The impact of the development on the environment, including biodiversity, drainage, flood risk and climate change.
- The potential benefits of the proposals in providing economic development in Wythenshawe

The application was subject to revisions following concerns raised about the principle of the development and the potential loss of Trees on the site which are subject to a Tree Preservation Order. Following receipt of revised details, the application was subject to further notification of nearby residents and businesses and statutory and non-statutory consultees. 1195 addresses were notified of the proposals and 16 responses were received, issues raised through the notification process were: the

level of car parking to be provided; poor design of the proposals; traffic congestion; surface water flooding, biodiversity loss; and loss of open space.

These issues are considered in full within this report.

Description of the site

The application site (1. edged red in the image below) extends to approximately 9.3 hectares bounded to the north by Simonsway (2), Styal Road to the east (3), the existing land and buildings of Atlas Business Park to the west (4), and surface Airport Car Parking to the south (5). Part of the application site historically comprised the former Ferranti factory prior to its demolition and now comprises remnants of hardstanding from the previous building and road infrastructure. This part of the site is allocated for business uses in the adopted Unitary Development Plan (policy EW11). The remainder of the site which sits on the eastern half of the site separated by an internal former driveway that traverses the site centrally, comprises undeveloped greenfield land, which forms part of the Greater Manchester Green Belt (the area shaded light green in the image below). This part of the site is generally flat and does not contain any existing buildings or existing development within its boundary lines. The application site is bounded by a variety of boundary walls, security fencing and wire fencing along its north, eastern and southern boundaries. A tree belt forms a strong northern and eastern boundary to the site with a more broken tree belt on its southern extent. Further street trees within grass verges are located outside of the site to the north and east along Styal Road and Simonsway.



The site is located in close proximity to the Airport Metrolink line and the 'Peel Hall' stop located on Simonsway with bus stops also being located along Simonsway in close proximity to the application site, whilst the Airport Orbital Cycleway route (National Cycle Route 85) is located as part of a shared pedestrian and cycle path immediately outside of the sites northern and eastern boundaries. There is pedestrian access to Heald Green train station east of the site which provides opportunities for connections further afield. Simonsway also provides direct connections to Wythenshawe Town Centre further to the north-west, whilst Styal Road provides connections to the wider strategic highway network including the A555 which connects to the Airport and M56 motorway further to the west.



Existing buildings at Atlas Business Park to the left – looking west along Simonsway

Two Grade II listed buildings, Chamber Hall and Chamber Hall Barn, are located approximately 120m and 80 m respectively to the north of the application site boundary.

In addition to the Green Belt designation on the eastern half of the site, a portion of the south-east of this part of the site is also located within the Manchester Airport Public Safety Zone. This is an area at the end of runway areas where development is restricted to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off or landing.

Description of the proposals

The application proposals are the redevelopment of the site to provide 4 no. detached buildings that would form 5 units providing space for a mix of light and general industry uses and/or storage and distribution uses together with associated

office space. To serve the buildings the proposals also comprise service yards, parking, landscaping, amenity spaces and other infrastructure. The site would be accessed via an existing access off Simonsway that would be widened to allow access for HGVs, footpaths and cycle way would be provided alongside this access.

The application submission indicates that the layout and sizes of the 5no. buildings have been designed to accommodate the types of units subject to current and likely future market demand and includes smaller and medium sized units together with a larger warehouse unit. The layout of the buildings have been undertaken to ensure that no buildings would be sited within the Manchester Airport Public Safety Zone.

The five proposed buildings would be of the following sizes:

Unit 1 - 8,086 sqm (gross external area), maximum height of 19.5 metres

Unit 2 - 3,621 sqm (gross external area), maximum height of 16.8 metres

Unit 3 - 4,785 sqm (gross external area), maximum height of 16.8 metres

Unit 4 - 7,214 sqm (gross external area), maximum height of 16.8 metres

Unit 5 - 13,000 sqm (gross external area), maximum height of 20 metres

Each unit would be serviced via the yard area accessed from the service road, each would be provided with dedicated loading doors with the larger buildings (Units 1 and 5) being provided with loading docks. Bin storage facilities are allocated within the yard of each unit. Cycle and car parking is to be provided within the development with 10% of car parking spaces having electric vehicle charging with an additional 20% of spaces being provided with passive charging capabilities.

The layout of the buildings has been undertaken to minimise noise break out from the buildings and yard areas with these being orientated away from adjacent residential areas apart from Unit 1. The layout has sought to retain many of the existing trees along the site boundaries including TPO trees and the line of Poplar trees on the northern edge of the site.

The applicant indicates that the proposals have been designed to achieve high levels of sustainability with an EPC rating of A and BREEAM rating of "excellent".

Soft landscaping has been incorporated into the site layout providing some opportunity to mitigate the loss of biodiversity that is identified within the applicants submitted information. This landscaping scheme has also been subject to revision due to the site's proximity to Manchester Airports runways and the need to avoid attracting birds to the site so as to not affect the safety of aircraft.



Proposed site layout, green shaded areas indicate areas for soft landscaping and tree retention – the Manchester Airport Public Safety Zone is indicated in Orange in the bottom right

The design and appearance of the proposed buildings is reflective of the intended uses, being of a simple form with elevational treatments being metal cladding of differing colours with office areas denoted by a timber cladding providing a contrast to these elements of the building.



CGI Aerial View of the Proposal



CGI View of the Proposal



Indication of design intent of the proposed

Planning History

23/00476/TPO - The Manchester City Council (Land at Atlas Business Park, Woodhouse) TPO 2023 – Confirmed 09.06.2023

106472/FO/2014/S2 - Installation of lighting to existing overflow car park area, extension of car park hardstanding and forming opening between two adjacent parking areas. Approved 01.10.2014

061677/FU/SOUTH2/01 - Change of use from car storage to car park for use by the tenants of Atlas Business Park. Approved 19.11.2001

051877/OO/SOUTH3/97 - Redevelopment of site to include a business park, an 80 bedroom hotel, and a public house/restaurant with associated car parking, landscaping and related works. Approved 15.01.1998

052874/OO/SOUTH3/97 - Demolition of existing buildings and redevelopment for 12,000 square metres of business class B1 uses with associated car parking and associated works. Approved 20.10.2000

Consultations

The application was subject to two periods of notification following the submission of revised proposals. Notification letters were sent to in excess of 1195 nearby addresses, together with a site notice posted at the site and advertisement in the Manchester Evening News. 16 responses providing comments have been received with 14 of these objecting to the scheme. A summary of resident comments made is set out below:

Councillor Rob Nunney – Made comments on the original submitted scheme and impacts on Category A mature Oak trees on the site which were to be impacted. Concerns were also raised regarding the Simonsway, Styal Road and Finney Lane junction which is known to be subject to recurrent flooding. Cllr Nunney sought assurances that a robust flood prevention plan be put in place, making good use of natural defences such as a swale at the lower corner of the site.

Resident Comments:

- The character of the area will have a lasting impact due to the visual appearance and the industrial activity and increased traffic generated as a consequence.
- The proposed access entry point should be away from the residential areas where there are already high collision risks, instead a more suitable entry point would be off Styal Road.
- It will greatly increase the congestion in the area
- More noise for the residents across the road and more pollution
- The flooding to the corner of Styal Road and Simonsway running off the site is still ongoing in heavy or prolonged bouts of rain
- The cited screening of the trees to protect visual amenity and disguise the scale of the proposal disregards the fact that all of the trees are deciduous and

therefore provide no screening, visually, sound, pollution absorbing or light buffering for six months of the year

- Recent applications for the development of the NCP car park have been rejected at appeal for the same arguments that have been presented previously. The retained semi-rural character of the area will be destroyed if the proposed development is allowed to go ahead without any alteration to scale and massing
- Increased pollution from commercial vehicles will be added to the already unacceptable levels. We already have a significant health risk from air pollution.
- Issues with potential employees using surrounding roads for parking their vehicles as there won't be sufficient spaces or they are charged as per previous Atlas building occupants.
- This development would lead to a direct loss of natural habitats for wildlife in the area.
- This open space adds to the overall natural look and feel of the area which along with the large tree-lined and grass-verged Simonsway contributes to the on-going and original vision of Wythenshawe as a 'garden' town
- The proposed warehouse is an ugly and unattractive addition to the local landscape. Existing commercial offices, with their multitude of windows and brick-built exteriors, sit more comfortably in this semi-residential setting. The placing of square warehouse units that are not at all in keeping with the aesthetic of the area would hugely detract from its overall character.
- If there are multiple tenants at individual units then safeguards should be put in place that would ensure that parking issues witnessed at existing Atlas Business Park are not repeated.
- The traffic lights at the Styal Road / Finney Lane / Simonsway junction urgently need a filter putting on the Simonsway/Style Road R/H turn.
- This development would destroy and eradicate a substantial area of greenery and wildlife. This is very concerning for the increased risk of potential flooding in the area, as well as the loss of a large area of wildlife and greenery

Statutory and Non-statutory consultees:

Manchester City Council Environmental Health – Recommend that conditions be attached to any approval relating to the submission and approval of: Construction Management Plan; Noise Management Plan for servicing of the development; acoustic insulation scheme for any externally mounted ancillary plant and equipment and verification requirement; waste management strategy to include details of the size and type of each waste stream; provision of electric vehicle charging points; and, ground conditions including intrusive investigation of the site, remediation strategy and validation element.

Manchester City Council Flood Risk Management Team – Have assessed the submitted information, further details would be required as the detailed design of the scheme progresses and therefore they have requested that conditions are attached to any approval relating to the submission and approval for a surface water drainage scheme, and the maintenance and management of any installed drainage scheme. An informative would also be required to alert the applicants and any contractors to the possible presence of a culvert 85m to the south of the site.

Manchester City Council Highway Services – The amended proposals have been assessed. No objections or concerns are raised in respect of highway capacity, or highway and pedestrian safety. A number of matters would need further details which are capable of being dealt with via appropriate worded conditions and these include: off-site highway works; delivery and servicing management plan, travel plan, cycle parking locations, electric vehicle charging points and construction management plan.

It has been identified that there would be a requirement to undertake mitigation works to a number of road junctions in the vicinity of the site as a result of the proposals and impacts on the capacity of these. The mitigation works would need to be funded by the developer and would include:

- Junction of Simonsway / M56 - developer contributions towards the upgrade and revalidation of 'MOVA' at this junction.
- Junction of Poundswick Lane / Simonsway - A developer contribution towards the revalidation of 'SCOOT' at this junction.
- Junction of Simonsway / Brownley Road - A developer contribution towards the revalidation of 'SCOOT' at this junction.
- Junction of A555 / Styal Road - TfGM do not suggest contribution at this junction as it is unlikely to be commensurate with the development.

National Highways – Following the submission of further information and clarifications they offer no objections to the proposals.

Active Travel England – Raise some areas of the scheme that it would require further assessment on, these include: The proposed access junction should be amended to improve connections for pedestrians and cyclists from the north given the lack of crossing facilities; further details of the internal foot/cyclepaths and connections to cycle parking; setting of more ambitious targets for active travel to the site; and recommends cycle parking should be increased to 93 spaces (long-term) and 39 (short-term). Whilst the comments of ATE are noted it is considered that many of these matters could be captured through appropriately worded conditions.

Greater Manchester Ecology Unit – Have reviewed the submitted ecological surveys including bat surveys and further information provided by the applicant regarding assessment of biodiversity net gain.

They raise concerns regarding the very large loss of biodiversity units across the site as a result of the development. They recommend that prior to determination further information should be provided on how no net loss would be achieved eg. Off-site compensation or a financial contribution to a third party such as MCC or a Wildlife Trust. Current GMCA guidance is for these types of habitat at least £16,000 per biodiversity unit should be provided. The proposals would result in the loss of 16 biodiversity units.

In addition to the above GMEU also make the following recommendations in relation to conditions and informatives to be appended to any decision:

- Development to be undertaken in accordance with measures proposed for bats set out in the submitted ecological reports;

- Informative relating to great crested newts (GCN) and that although a low risk of GCN being present at the site it is an offence to disturb, harm or kill GCN;
- No tree or vegetation clearance within the bird nesting season;
- Condition to ensure works are undertaken in accordance with precautionary measures in relation to hedgehogs and badgers and other mammals;

Lancashire Wildlife Trust - The Trust notes that the proposed development will result in the loss of semi-natural habitat, including woodland identified within the Ecological Impact Assessment (EIA) as qualifying as a Manchester Biodiversity Action Plan (BAP) Priority Habitat. The Trust would agree with the applicants' ecological assessments that the woodland habitat provides a wildlife corridor for a range of species of mammals, birds and invertebrates across the landscape and that it helps to provide linkages and acts as a stepping-stone to other woodland parcels in the area, including the adjacent Big Wood Site of Biological Importance (SBI). This would seem to be especially important, as Willow Tit, a UK Species of Principle Importance has been recorded within the area. This species requires close connecting woodland habitat in order to disperse and colonise new habitat.

The Biodiversity Net Gain (BNG) Assessment submitted with the application indicates that the proposed development would result in a 1.32ha loss in woodland cover, with the current 2.28ha being reduced to 0.96ha. The BNG report indicates a 38.33% reduction in the biodiversity value of the site post development. It is expected that development should provide at least a 10% net uplift in BNG. Additional mitigation/compensation would need to be identified. If additional on-site mitigation/compensation were not possible, then off-site provision would be required, or as an option of last resort, a compensation package agreed with the LPA.

Neighbourhood Team Leader (Arboriculture) – Originally raised concerns around the potential loss of a number of trees subject to a recent Tree Preservation Order. The applicant has amended the scheme proposals to retain these important trees which is welcomed. It is requested that all trees being retained are provided adequate protection in line with BS:5837.

Greater Manchester Archaeological Advisory Service - The potential impact of development on any below-ground archaeological remains is negligible. GMAAS are content that no further consideration needs to be afforded to archaeological matters in this instance.

Greater Manchester Police - GMP are happy to support the application at this stage and request a condition be attached to any approval for the development to be carried out in accordance with the recommendations and specifications set out within the Crime Impact Assessment and that Secured by Design accreditation be sought.

Aerodrome Safeguarding Officer at Manchester Airport – Have provided a Holding Objection to the application. They have also indicated that the revisions to the scheme have not sufficiently addressed their grave concerns that the scheme would negatively impact flight safety from wind shear. They indicate that the submitted assessment has not adequately answered previously raised questions, and the need

to see statistical analysis of the turbulence on both runway approaches as this is the main area of our concern.

With regard to Birdstrike avoidance, the submitted Bird Hazard Management Plan must be expanded to include the construction phase, this is critical. Also, the proposed landscaping includes native and ornamental planting. The indicative planting does include a number of species or varieties that are fruit or berry bearing and which may be attractive to hazardous flocking birds such as Starlings, Wood Pigeons and winter thrushes. Similarly, the species used in the woodland and scrub planting must not provide an attractive food resource for attractive nesting or roosting habitat.

The Glint & Glare assessment does not assess standard glint and glare receptors used by the Airport. To enable a full review of the proposed PV panels they would require the standard aviation receptors to be assessed.

Cadent Gas – Raise no objection to the proposals but request an informative be attached to any approval to advise the applicant of works in the vicinity of any of their infrastructure.

Stockport Metropolitan Borough Council –Raise no comments or objections to the application.

Policy

Local Development Framework - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It identifies the growth of Manchester Airport as a catalyst for the regional economy and will also provide the impetus for a second hub of economic activity in this part of the City. Development proposals are expected to make a positive contribution to neighbourhoods of choice and, amongst other things, improve access to jobs.

Policy EC1 (Employment and Economic Growth) identifies a minimum of 200 ha of employment land to be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Manchester Airport and the surrounding area (50ha) is identified as a key location.

Policy EC10 sets out the policy approach to employment and economic development in Wythenshawe. The policy anticipates Wythenshawe providing 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. It sets out that the majority of economic development will be focused on:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.
2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.
3. Existing employment sites including:
 - East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

Policy T1 (Sustainable Transport) – indicates support for proposals that promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

Policy T2 (Accessible Areas of Opportunity and Need) – Development proposals are expected to be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority is to be given to providing all residents access to strategic employment sites.

Policy EN1 (Design Principles and Strategic Character Areas) – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. The Airport & urban fringe Character Area is identified as an area open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses. Development in this area is expected to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.

Policy EN 3 (Heritage) - Throughout the City development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods is encouraged.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) – All development must follow the principle of the Energy Hierarchy, being designed:

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

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) - Set outs the targets for the energy performance of new residential and non-residential buildings.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

Policy EN 13 (Green Belt) – Confirms that other than an amendment to the extent of the green belt in the vicinity of Manchester Airport, there are no amendments to the green belt boundary over the plan period.

Policy EN14 (Flood Risk) - The site is located within an area of low flood risk, the application is accompanied by a proportionate flood risk assessment

Policy EN 15 (Biodiversity and Geological Conservation)- The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.

Policy EN 16 (Air Quality) – The site is not located within an Air Quality Management Area but would incorporate electric vehicle charging; cycle parking, and be subject of a travel plan to promote active travel measures.

Policy EN 17 (Water Quality) - The development would not have an adverse impact on water quality and would provide a modern drainage system designed to reduce the risk of surface water run off.

Policy EN 18 (Contaminated Land and Ground Stability) – Given the previous use of the site there are contaminated land risks associated with the sites redevelopment. A preliminary risk assessment has been submitted alongside the application which recommends further intrusive site investigations prior to construction taking place to inform the appropriate remediation measures.

Policy EN19 (Waste) – The proposals incorporate areas for the provision of storage and disposal of waste generated by the development.

Policy PA 1 (Developer Contributions) – Sets out where needs arise as a result of development, the Council will seek to secure planning obligations for the following:

- Provision of Green Infrastructure
- Public realm improvements

- Protection or enhancement of environmental value
- Training and employment initiatives
- Highway improvements, traffic management, sustainable transport and disabled people's access
- Climate change mitigation / adaptation

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include:

- the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health,
- refuse storage/collection,
- effects relating to biodiversity, landscape, archaeological or built heritage,
- Green Infrastructure including open space, both public and private,
- Vehicular access and car parking,
- Flood risk and drainage

Policy DM 2 (Aerodrome Safeguarding) - Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy DM 3 (Public Safety Zones) Within the Public Safety Zones as defined by the Civil Aviation Authority, development or changes of use will not be permitted, except where that development conforms to that set out in Paragraphs 11 & 12 of DfT Circular 01/2010 or any replacement guidance.

Saved Unitary Development Plan

Saved policy EW11 allocates part of the application site formerly occupied by buildings associated with Ferranti on Simonsway, for business uses (Class B1), industrial purposes, ancillary warehousing purposes, and/or a hotel.

Saved policy DC26 (Development and Noise) – States that the development control process will be used to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the effect of new development proposals which are likely to be generators of noise.

Relevant National Policy

The National Planning Policy Framework (September 2023) 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. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan 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 following sections of the NPPF are considered to be of particular relevance to the proposed development:

Section 6 'Building a strong, competitive economy' - Planning policies and 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Section 9 'Promoting sustainable transport' - Transport issues should be considered from the earliest stages of development proposals.

In assessing sites that may be allocated for development in plans it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; 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.

Development 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.

Section 11 'Making effective use of land'- Planning decisions are expected to 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.

Planning decisions should: recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings.

Section 12 'Achieving well-designed places' - 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; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

Section 13 'Protecting Green Belt land' - 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.

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.

Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

When considering any planning application, substantial weight should be 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.

It is stated that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very exceptional circumstances. 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.

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.

Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- (a) mineral extraction;
- (b) engineering operations;
- (c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- (d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
- (e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- (f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk .

Section 15 'Conserving and enhancing the natural environment' - Planning decisions should contribute to and enhance the natural and local environment by amongst other things: minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Section 16 'Conserving and enhancing the historic environment' - Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Other Material Considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater

Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications which commenced on 11 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance. Relevant elements of PfE are considered to be:

- Policy JP-J1 'Supporting Long-term Economic Growth'
- Policy JP-J2: Employment Sites and Premises
- Policy JP-J3: Office Development
- Policy JP-J4: Industry and Warehousing Development
- Policy JP-Strat9: Southern Areas
- Policy JP-Strat10: Manchester Airport
- Policy JP-Strat13: Strategic Green Infrastructure
- Policy JP-Strat14: A Sustainable and Integrated Transport Network
- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S5: Flood Risk and the Water Environment
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G6: Urban Green Space
- Policy JP-G7: Trees and Woodland
- Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-G10: The Green Belt
- Policy JP-P1: Sustainable Places
- Policy JP-C1: An Integrated Network
- Policy JP-C7: Transport Requirements of New Development

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Climate Change Framework 2020 - 2025

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Design Guide

This document outlines the priorities for well-designed places in the form of ten characteristics of: Context; Identity; Built form; Movement; Nature; Public Spaces; Uses; Homes and buildings; Resources; and, Lifespan.

Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002

Sets out the requirements of consultation with aerodromes for developments within safeguarded areas and the responsibilities of licensed aerodromes to take all reasonable steps to ensure that the aerodrome and its surrounding airspace are safe at all times for use by aircraft.

Other Legislative requirements

Section 149 (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.

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.

Issues

Principle of Development

The western half of the site is located within an established employment area that is allocated for a range of commercial uses including offices, industrial, and ancillary warehousing within the Manchester Local Plan. The remainder of the site to the east is located within the Greater Manchester Green Belt. Whilst the provision of employment floorspace within modern, energy efficient buildings is supported within established and allocated employment areas, the principle of development and buildings within the established Green Belt is not one that is supported unless very special circumstances can be demonstrated. Further consideration of this is set out below.

Benefits of the proposal

Both National and local policy supports sustainable economic growth by ensuring that there is sufficient employment land available and to create the conditions in which businesses can invest, expand and adapt. Decisions are expected to

recognise and address the specific locational requirements of different sectors, including making provision for storage and distribution operations at a variety of scales.

The proposal would provide 36,706 sqm of new floorspace for light industrial, general industrial and/or storage or distribution uses, together with ancillary offices. The applicant has provided an economic benefits statement to accompany the application, this stated that the proposal could create around 580 new jobs with a significant number of potential net additional employment opportunities generated because of the development. Many of these jobs are expected to be for Manchester and specifically Wythenshawe residents based on the applicant's assessment. The proposal would also enhance the quality and attractiveness of the existing employment area by replacing vacant and underused land with modern and efficient buildings. The proposal would therefore have a positive impact on the local economy and employment opportunities. Employment for local people could also be secured through an appropriately worded condition.

The applicant has indicated that as part of the proposals they would engage to upgrade and improve the current shared pedestrian and cycleway along Simonsway and Styal Road running the length of the site boundary. Whilst improving sustainable access to the site this would also improve sustainable connections beyond the site. These improvements could be secured by way of an appropriately worded off-site highways condition together with the other highway requirements identified.



Shared Cycle/pedestrian path on Simonsway the boundary of the application site is to the right

The need for the proposals

The applicant has provided a Market Report in relation to the supply of industrial property in the surrounding area and the recent levels of demand. This indicates a significant need for the development of additional logistics space, within the South Manchester area having consistently strong demand but with supply being constrained.

The importance of ensuring there is a supply of industrial warehousing meeting demand has been recently considered as part of the Places for Everyone Plan (PfE) which has now reached the modification stage following its examination. PfE has identified sites and Green Belt land release for industrial and warehousing, these sites and release of Green Belt have been undertaken in accordance with the overall Spatial Strategy of the PfE.

The policies in the PfE considered many objectives including the Greater Manchester Strategy 2018 which seeks to deliver a strong portfolio of industrial and warehousing locations to ensure GM remains competitive. This includes bringing forward new locations for industrial development and protecting industrial sites. A significant margin/buffer was added to demand to ensure there was enough land to meet:

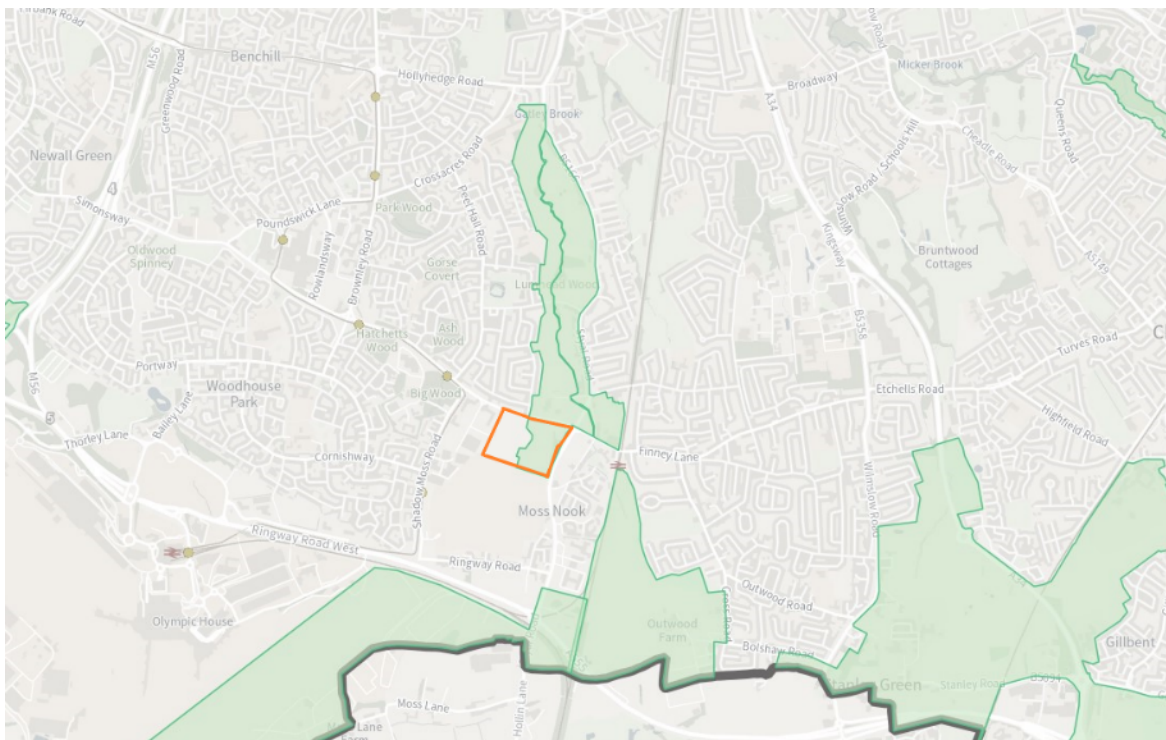
- Any unforeseen increase in demand for land (i.e. a margin of error linked to the inherent uncertainty of any forecasts of need);
- Aspirations to increase the overall size and competitiveness of the GM economy; and
- Accounting for demand which have been suppressed by a lack of supply.

To meet this strategy the PfE releases a number of significant sites of substantial scale across the 9 Greater Manchester districts, including within the 'southern area' and which are suitable for B2/B8 uses and the needs and demands of industrial and warehousing, taking into account existing land supply. The Green Belt land within the application site was not subject to identification in PfE to be released as part of the spatial strategy and is not required for release to meet the needs of industrial and warehousing.

The Core Strategy and saved UDP policy EW11 do identify the western half of the site and other undeveloped land at Atlas Business Park for a range of business and employment uses. It is accepted that this land is suitable for employment development and can contribute towards economic growth and employment opportunities to this part of Manchester.

Green Belt

The proposed development of five units for light industrial, general industrial and/or storage or distribution use, together with ancillary offices, associated parking, vehicular access, landscaping and associated works, would be part located on land that is designated as Green Belt. According to the National Planning Policy Framework (NPPF), 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.



Relationship of application site (edged orange) and the Greater Manchester Green Belt within and beyond the application site – shaded and edged green

National planning policy is explicit in that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances.

When considering any planning application, 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.

New buildings are considered inappropriate in the Green Belt unless they meet a number of exceptions, the proposals would not meet any of those exceptions and would therefore result in inappropriate development in the Green Belt. Other forms of development are identified that are also not inappropriate as long as the openness of the Green Belt is preserved, Industrial and warehouse uses do not fall within these forms of development.

Within their submission, the applicant acknowledges that the proposals comprise inappropriate development in the Green Belt and that they would lead to a moderate level of harm to the openness of this particular parcel of Green Belt. This issue has been assessed in detail and it is considered that the proposed buildings located within the part of the site designated as green belt land, by reason of scale, mass and design would have a significant impact on the openness of the Green Belt. This particular part of the Green Belt is narrow and forms part of an open corridor bounded by non-green belt land which is of an urban character. It is considered that the scheme proposed would result in significant built form which would be contrary to the aims of including land within the green belt.

It is not considered that 'very special circumstances' have been demonstrated for that element of the application proposals that are located within the Green Belt. There is no overriding need for it to be released for development and the PfE plan has progressed to a stage to be of significant material weight in consideration of the application proposals. The PfE process has considered strategic matters around the amount of employment land needed, the identification of sites to deliver its strategy and also the extent of the Green Belt over the plan period, that part of the application site within the Green Belt is not identified as a site for employment land.

As such, on balance it is considered that the proposals constitute inappropriate development that is harmful to the Green Belt and very special circumstances have not been demonstrated to support the proposed development for that element of the site within the Green Belt.

Character and Appearance

The site is currently occupied by a mix of open vacant land, grass and scrub, with trees located within and around its boundaries, an electricity substation building remains on the site with hardstanding associated with the sites former industrial uses also present. To the west of the site there are industrial and commercial uses, including offices. The site is also located within close proximity to Manchester Airport. The applicant has undertaken a landscape and visual impact appraisal and Green Belt appraisal to accompany the application.



View looking south-east towards the site from the junction of Simonsway/Styal Road



View northwards along Styal Road – eastern boundary of the application site is to the left



View south-west across Simonsway towards the northern boundary of the application site



View south towards the application site taken from junction of Simonsway/ Pasture Field Road



View east along Simonsway with northern boundary of the application site to the right

The proposal involves the construction of five units arranged in four detached buildings. The units would vary in size from 3,621 sqm to 13,000 sqm and would have a range of heights from 16.8 metres to a maximum of approximately 20 metres. The units would have a simple rectangular form with pitched roofs and parapet walls and would be clad in a combination of grey metal panels, timber cladding, brickwork and glazing, service yards are to be located to the rear or side, screened by fencing, landscaping or existing and proposed trees. The design of the buildings would provide a consistent and coherent design of buildings to the application site.

The proposed buildings would be of a substantial scale, significantly greater both in terms of footprint and height to existing commercial premises in the area and substantially greater than residential properties located to the north, and further to the east. The application site and particularly its eastern half reflects the change in character at this part of Simonsway as it approaches Styal Road, where vegetation, lower boundary treatments and hedges are present. It is considered that the application proposals would, even with the presence of retained trees, would detrimentally alter the character of the area due to its over dominant and incongruous scale, siting and appearance and this impact would be unacceptable.



CGI view from Finney Lane towards the application site and one of the proposed buildings to the left

Residential amenity

The application proposals are accompanied by a Noise Impact Assessment that assesses impacts of the construction and operational phases of development, and details of an external lighting scheme. These have been fully assessed.

The nearest residential properties to the site are located to the north on Patch Croft Road, approximately 50 metres to the north of the boundary of the site. There are also residential properties on Ringway Road, approximately 450 metres to the south and on Shadow Moss Road approximately 280 metres west of the site. It is not

considered that the proposal would have a significant impact on the amenity of these properties, for the following reasons:

- The proposal would maintain a sufficient distance and separation from the residential properties, ensuring that there would be no unacceptable loss of light, outlook or privacy.
- The proposal is not anticipated to result in any significant increase in noise levels either from activities associated with the development (vehicles movements) or equipment associated with the buildings.
- The proposed lighting scheme has been designed to minimise light spill from the site.

It is considered that the proposals would not give rise to significant impacts on the amenity of residential properties. If this scheme was considered to be acceptable and looked upon favourable then necessary measures identified within the acoustic report would need to be conditioned in order to ensure that impacts on nearby residents are appropriately mitigated and these would include acoustic insulation, restrictions on hours of servicing and other necessary measures.

Accessibility and Highway Network

The site is well connected to the highway network, with direct access to Simonsway via an existing access that would be upgraded and widened to serve the site. This would provide links to the strategic road network including the A555 and M56 motorway and Manchester Airport. The site is also served by public transport, with bus and Metrolink stops on Simonsway and Ringway Road, providing frequent services to Manchester city centre and other destinations. The site is also within walking and cycling distance of Wythenshawe town centre and other local facilities.



Existing access to the site which would be upgraded

The proposal would generate additional traffic movements associated with the operation of the units. However, the applicant has submitted a Transport Assessment that demonstrates that the proposal would not have a significant impact on the capacity or safety of the highway network. The Transport Assessment also shows that the proposal would comply with the relevant parking standards for industrial and warehousing uses, providing 382 car parking spaces, and 84 cycle parking spaces. The proposal would also provide adequate access and circulation for service vehicles, including HGVs.

The proposal would also encourage sustainable travel modes by providing pedestrian and cycle links within the site and to the surrounding network. The proposal would also include a Travel Plan that sets out measures to reduce car dependency and promote public transport use among staff and visitors.

In the responses to the notification process a number of mitigation measures have been identified by MCC Highway Services as being required in respect of a number of traffic junctions to improve their operation.

The proposal is not considered to give rise to unacceptable impacts on the highway network, with suitable mitigation measures in place together with the adoption of a Travel Plan for the site. If permission was to be granted then it would be necessary to include conditions to ensure that the necessary mitigation measures are provided prior to the scheme being brought into use. The comments received from Active England are noted and any required changes could also be addressed through an appropriately worded condition.

Environment

Ecology and Biodiversity - The applicant has submitted an Ecological Impact Assessment that assesses the potential impact of the proposal on ecology and biodiversity. In addition to this assessment a Biodiversity Net Gain Assessment has also been prepared.

The site is not located within or near any designated sites of ecological or geological importance, the closest being three non-statutory designated sites within 2 km of the Site, the closest being Big Wood Site of Biological Importance (SBI) at a distance of 225 m to the west of the site. However, the site does contain some features of biodiversity value, such as woodland, hedgerows and grassland which also support. The proposal would result in the loss of a number of these features including woodland, an identified Manchester priority habitat.

The proposals would result in the significant loss of biodiversity at the site the applicant's assessment indicates that without mitigation the loss of overall biodiversity on-site is considered to have a moderate adverse effect that is significant. The submitted information indicates a number of mitigation measures both at construction and operation phase and recommends mitigation and enhancement measures. These include retaining existing trees where possible, planting native species, creating wildflower meadows, installing bird boxes and bat boxes, and implementing an ecological management plan.

The applicant has confirmed that the opportunities for on-site biodiversity enhancements and landscaping provision have been constrained due to the requirements of Manchester Airport to deter and prevent proposals that attract bird populations that may pose an aircraft collision hazard. They have confirmed that they are willing to enter into a bespoke compensation agreement in order to ensure the loss of biodiversity is compensated for, or an off-site area could be enhanced which they would be content to secure through a planning obligation. It is considered that a range of measures could be secured through a grant of planning permission with an associated legal agreement, if necessary, in order to secure relevant on and off site compensation for the losses.

Trees – The application proposals are accompanied by Tree Surveys and Method Statements for construction works and implications for trees to be retained. The application site contains 5 no. Oak trees subject to a Tree Preservation Order, 4 of these trees are located on the north eastern corner of the site

The surveys identify 15 trees on the site together with 22 groups of trees. The trees on site range from young to over-mature with none of the trees showing signs of past management with a majority of trees being in a fair condition apart from 5 groups of trees and 3 individual trees which were classified as Category U due to their poor condition and all are proposed to be removed. The proposals would result in the proposed retention of all 6 no. category A trees on the site (5 would require pruning works to implement the development), with the loss of 4 individual trees and 2 tree groups within Category B, and 4 trees groups and 7 partial tree groups being removed within Category C.

To mitigate the loss of trees on site the proposed landscaping scheme of the site includes for tree planting across the site and as additional planting within existing woodland areas on the eastern side of the site which are to be retained and enhanced with additional trees, shrub and wildflower planting.

Flood Risk and Drainage - The site is located within Flood Zone 1, which has a low probability of flooding from rivers or sea. However, there is a potential risk of flooding from surface water runoff. The applicant has submitted a Flood Risk Assessment and Drainage Strategy that proposes a sustainable drainage system to manage surface water runoff from the site. The drainage system would reduce runoff rates and volumes to greenfield rates, ensuring that there would be no increase in flood risk on or off-site.

Sustainability - The proposal would also incorporate energy efficiency measures to reduce greenhouse gas emissions and mitigate climate change. These include high levels of insulation, low-energy lighting, electric vehicle charging points and solar photovoltaic panels.

Air Quality – The proposals are accompanied by an air quality assessment which has assessed both construction and operational phases and concludes there would be no significant and negligible impacts respectively particularly on residential amenity, there would be a requirement for construction activities to be subject to good site practice and implementation of suitable mitigation measures to reduce dust risk.

Heritage

As noted earlier in this report there are two grade II Listed Buildings to the north of the application site (Chamber Hall and Chamber Hall Barn), the application is supported by a proportionate Heritage Statement and Supplementary Heritage Statement. These conclude that the proposals would not give rise to harm to these two designated heritage assets. It is considered that this assessment is acceptable and due to the distance between the proposed development and the Listed Buildings that the setting of these buildings would not be harmed.

Aerodrome safety

The Aerodrome Safeguarding Officer at Manchester Airport has raised significant concerns with the proposals in respect of the potential for these to endanger the safe movement of aircraft and the operation of Manchester Airport. The concerns raised relate to:

- its location relative to the final approach;
- a prediction of glare towards the air traffic controllers;
- the likelihood of a wind shear hazard at a critical point of aircraft landing manoeuvres;
- potential interference with vital communications, navigation and surveillance equipment;
- lighting of the site that would be confusing and misleading to pilots.

At this time these concerns have not been overcome by the applicant, but discussions are ongoing, if any further information is provided this will be reported to Committee. As such, it is considered that insufficient information is available to confirm that the proposals would not give rise to affects on the operational integrity or safety of Manchester Airport.

Conclusion

The proposals would deliver benefits through provision of economic development that would provide employment opportunities to Wythenshawe and Manchester residents, together with the development of previously developed land allocated for employment type uses. These benefits are acknowledged in the overall assessment of the proposals against adopted local and national planning policies.

However, in this instance it is considered that the proposals would be an inappropriate form of development part located within the Green Belt where there is a presumption against such development. The type of development proposed has recently been subject of independent examination through the preparation of the Places for Everyone Plan, which sets out the overall strategy for provision of employment land across the 9 Greater Manchester districts signed up to its implementation (which includes Manchester). That examination has concluded on the level of employment land to be delivered over the plan period together with the release of land, some of which is within the Greater Manchester Green Belt. The relevant part of the application site has not been identified through that process for release from the Green Belt to deliver additional employment land. It is concluded

that 'very specific circumstances' do not exist for the proposals and in accordance with National Planning Policy for Green Belt, the application should not be approved.

The proposals would be of a scale and height of development that would be at odds with the character of the area in which the site is located. Whilst larger scale buildings are located adjacent to the site, the form of development proposed is of a greater height and footprint than those that currently exist. Given the open character of the site, in particular that element located within the Green Belt, the proposals would form an over dominant and incongruous addition to the area.

The site is located in close proximity to Manchester Airport and directly below the approach to runways. Concerns have been raised by the Aerodrome Safeguarding Officer at Manchester Airport particularly regarding the potential for the built form to impact, through turbulence and wind shear, the approach of aircraft to the airport. The applicant has sought to overcome these concerns through the preparation of assessments but at the current time the concerns of the Aerodrome Safeguarding Officer remain.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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 REFUSE

Article 35 Declaration

The application has been determined in a positive and proactive manner, in this instance the proposals are not considered to accord with adopted local and national policy and the emerging 'Places for Everyone Plan' in particular those relating to the Green Belt.

Reasons for refusal

1) The proposed development is located within the Greater Manchester Green Belt, where there is a presumption against inappropriate development and where development will only be allowed if it is for an appropriate purpose or where very special circumstances can be demonstrated. The application proposals include inappropriate development in the Green Belt which would have a harmful impact on openness and the applicant has failed to demonstrate that there are very special circumstances to permit the type, scale and form of development proposed and as such the development is contrary to national policy contained within section 13 'Protecting Green Belt land' of the National Planning Policy Framework and in particular paragraphs 147, 148 and 149.

2) The design of the development proposal would constitute an overly dominant incongruous structure to the detriment of the visual amenity and character of the area and the openness of the Green Belt, by virtue of the height and scale of the proposed buildings, particularly along Simonsway and Styal Road contrary to policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework in particular section 12 'Achieving well-designed places' and section 13 'Protecting Green Belt land'.

3) The applicant has failed to demonstrate that the proposals would not affect the operational integrity or safety of Manchester Airport due to its scale, height, appearance, and layout pursuant to policy DM2 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: 135952/FO/2023 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.

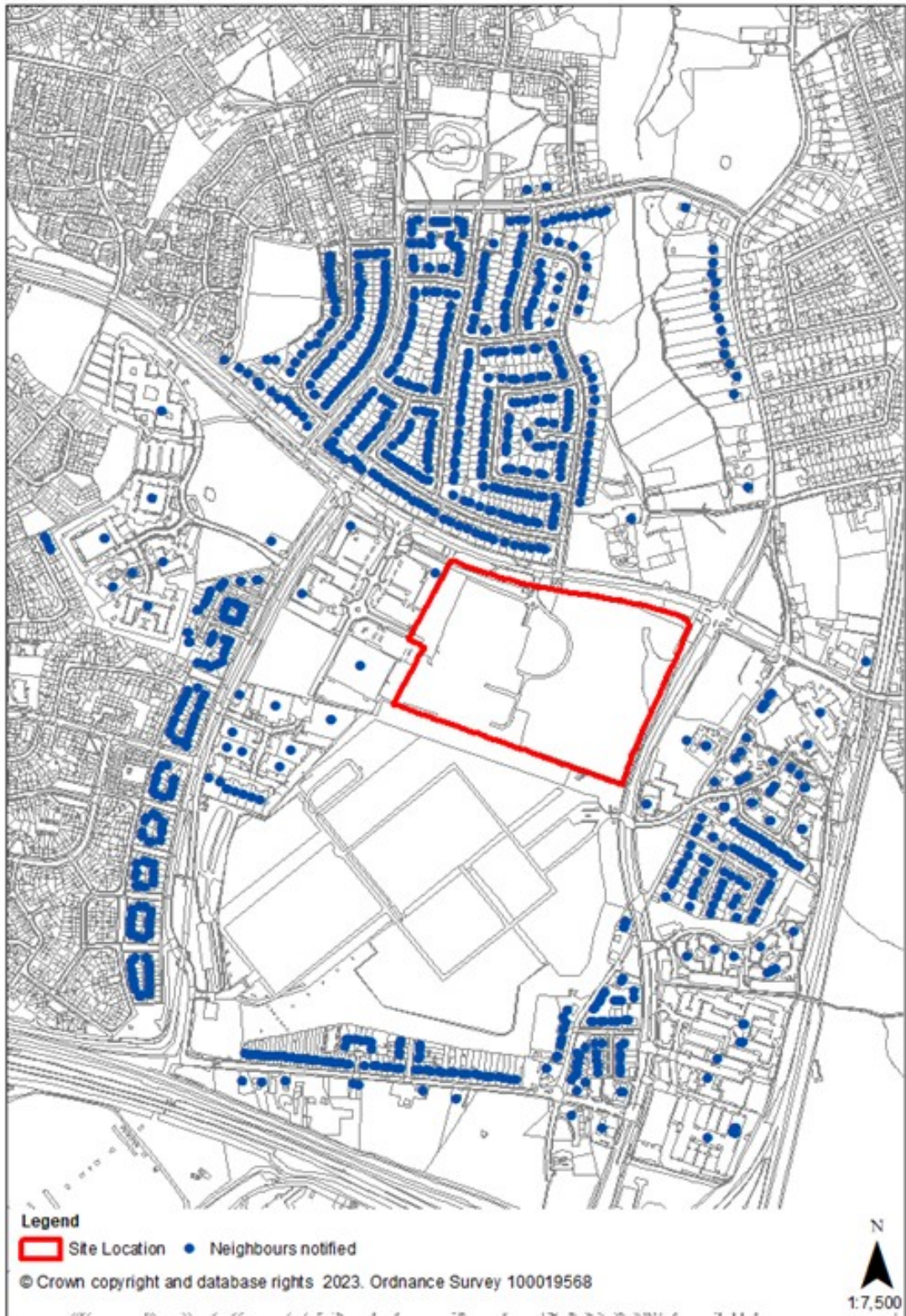
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Greater Manchester Police
 United Utilities Water PLC**

**Manchester Airport Safeguarding Officer
National Highways
Greater Manchester Ecology Unit
Stockport Metropolitan Borough Council
Cheshire East Council
Greater Manchester Archaeological Advisory Service
Active Travel England**

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

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
137172/FH/2023	30th Jun 2023	16th Nov 2023	Hulme Ward

Proposal Erection of a single storey rear extension to provide additional living accommodation

Location 126 Chichester Road, Manchester, M15 5DZ

Applicant Ms Lee-Ann Igbon

Executive Summary

The proposal seeks planning permission to retain a single storey rear extension in the rear garden of 126 Chichester Road, located within the Hulme Ward of the City. The extension has a rearward projection of 4.54 metres, a lean to roof with a maximum height of 3.54 metres and an eaves height of 2.26 metres. The extension has a width of 3.83 metres which is approximately just under the width of the full dwellinghouse.

The property has benefitted from a prior approval application reference for **129689/PDE/2021** a larger home extension which allows an extension in this location albeit on a slightly smaller footprint. There appears to have been an error during construction associated with the original plans and the applicant is seeking to rectify this with this current application. As noted, the extension is slightly larger than that previously agreed but is not unusual for a single storey domestic extension and allows improvements to be made to the original property. The principle of a single storey rear extension projecting 3.5m from the rear of the main house has been established at the application property.

7 addresses were notified of the application and a number of representations have been received from the same address in response to the notification letter.

Key Issues

Description of the Site

This application relates to the rear garden of a modern two storey mid terraced house within the Hulme Ward of the City. The property is located within a cluster of other residential properties that are arranged in a loosely defined triangular shape, with all rear gardens backing onto one another. The property has not previously been extended and benefits from both front and rear gardens. There is no driveway at the property but there is on street car parking available for residents along Chichester Road. The dwellinghouse fronts Chichester Road and there is a passageway that provides access via timber gate to the rear garden from the public footpath located between 120/122 – 124 Chichester Road.

This application is being reported to Committee as the applicant is an Elected Member.



Image 1 Aerial View to show relationship between the application site (edged in red) and neighbouring properties. Source: www.google.com/earth

Consultations

Residents/Public Opinion – Representations received raised question relating to the size, including height and length of the extension and to how these differed to those approved under 129689/PDE/2021.

They questioned how much garden space would remain or be lost because of the extension.

Questions have been raised regarding the site edged in red and that the side access path is owned by another party.

Concerned about the impact of the extension in term of overshadowing and loss of light on 128 Chichester Road and would allow for access to a side window for a hallway at first floor of a neighbouring property.

Also asked how much consideration has been given the Party Wall Act 1996 etc

Planning History

There has been one previous application at this address for a prior notification for a proposed larger home extension, details provided in the table below.

The application was approved and would allow for a single storey rear extension with the following dimensions 3.5m rearward projection, with a maximum height of 3.4m and a height at eaves of 2.4m.

Application Reference and Decision	Description of Development
129689/PDE/2021 Conditional extension - GPD - 19.04.2021	Prior notification of proposed larger home extension projecting 3.5m to the rear with a maximum height of 3.4m and a height at eaves of 2.4m

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Core Strategy Development Plan Document

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. 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.

Relevant policies in the Core Strategy are detailed below:

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including: o creating well designed places, o making a positive contribution to health, safety and well-being, o considering the needs of all members of the community, and o protecting and enhancing the built and natural environment. This is an overarching policy which sets the context for this application.

Policy DM1 of the Core Strategy states: All development should have regard to the following specific issues (relevant listed below) :-

-Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
 - Adequacy of internal accommodation and external amenity space.
 - Refuse storage and collection.
 - Vehicular access and car parking.
 - Effects relating to biodiversity, landscape, archaeological or built heritage.
 - Green Infrastructure including open space, both public and private.
 - The use of alternatives to peat-based products in landscaping/gardens within development schemes.
 - Flood risk and drainage.

As set out within the issues section of this report below, the application proposal accords with policy DM1 of the Core Strategy.

The Unitary Development Plan (UDP) for the City of Manchester (1995) – The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant and are relevant to consideration to the proposed extension to a residential dwellinghouse.

Policy DC1 of the Unitary Development Plan seeks to accommodate the demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. It relates specifically to residential extensions and the relevant criteria from this policy include:

DC1.1 The Council will have regard to:

- a. The general character of the property
- b. The effect upon the amenity of neighbouring occupiers
- c. The overall appearance of the proposal in the street scene;
- d. The effect of the loss of any on-site car-parking

Policy DC1.2 states extensions will be allowed subject to:

- a. They are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings)
- b. They do not create a loss of sunlight/daylight or privacy
- c. They are not out of character with the style of development in the area
- d. They would not result in the loss of off-street parking

Policy DC1.3 states that Notwithstanding the generality of the above policies, the Council will not normally approve (relevant listed below) :

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.

Principle

Policies SP1 and DM1 of the Manchester Core Strategy 2012 (Core Strategy) seek to ensure that new development enhances or creates character, protects and enhances the built environment; and that the design, scale and appearance of the proposed development is appropriate to its context.

The principle of householders extending their properties to provide additional living accommodation is generally acceptable subject to further consideration of the impacts of proposals on residential amenity and the character of the area.

Fall Back Position

The fallback is a material consideration in the decision-making process, of which the Permitted Development (PD) rights given by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) comprise an important part. Thus, when making a decision on a planning application it may be argued with some effect that a similar development could be carried out under permitted development rights without the need to apply for planning permission and therefore an extension could be erected which has broadly similar or worse impacts to what is proposed; and the reasonable likelihood or possibility that, if permission were refused, permitted development rights would in fact be resorted to.

The baseline extension established by the Order would allow for a single storey rear extension at this address which could have a maximum rearward projection of 3 metres, a maximum height of 4 metres and an eaves height of 3 metres (if built within 2 metres of a shared boundary) and could be built without the requirement of the submission of a planning application or a Prior Approval.

The applicant had previously applied for a prior notification of proposed larger home extension which is subject to a neighbour notification process but would allow for a larger extension with a maximum rearward projection of 6 metres. In this case the

applicant applied for a single storey extension with a projection of 3.5 metres to the rear with a maximum height of 3.4 metres and a height at eaves of 2.4 metres which was approved.

However, during the construction of the above extension it became apparent that the extension differed from the dimensions above and thus if the applicant sought to retain the extension as being built, they would require planning permission.

Therefore, the applicant in this application is seeking to retain and continue constructing a single storey rear extension with a rearward projection of 4.54 metres a lean to roof with a maximum height of 3.54 metres and an eaves height of 2.26 metres. The extension has a width of 3.83 metres which is approximately just under the width of the full dwellinghouse.

Character of the Area and Visual Amenity

The extension is brick built with a lean to concrete tiled roof which is considered to be in keeping with the character of the modern property to which it is attached (Images 2 and 3). The location of the extension at the rear of the property would result in limited views from the public highway and thus it is not considered to have a significant impact on the visual amenity of the area or the streetscene.

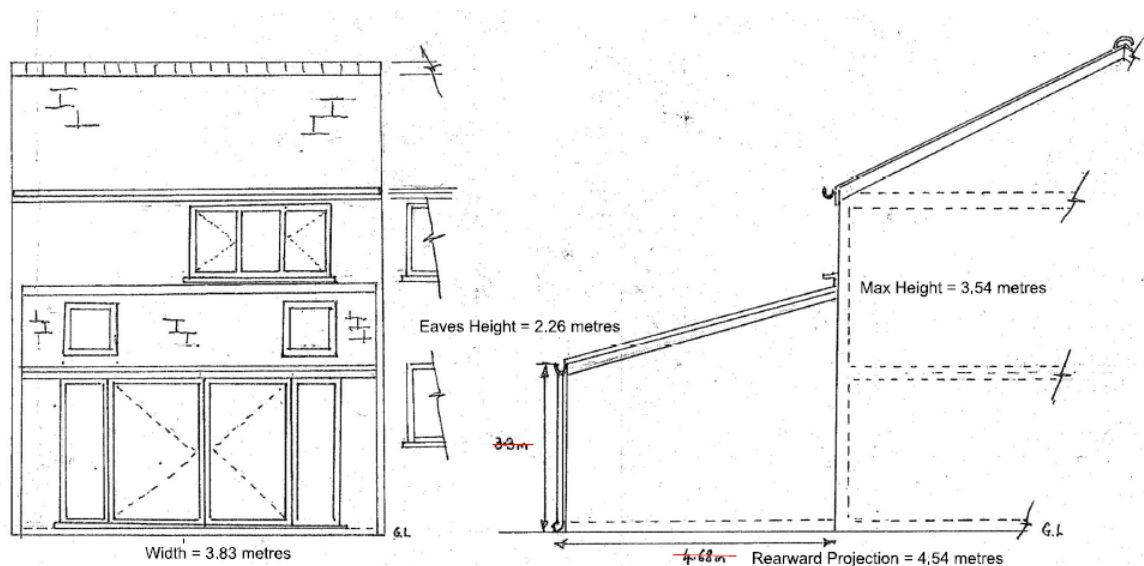


Image 2 and 3 Proposed Rear and Side Elevation

Residential Amenity

Due to the siting of the extension to the rear, the proposed built form would not give rise to any undue overshadowing or loss of light to other neighbouring properties, largely as the garden at 128 Chichester Road is north facing and the garden of 124 would not be affected to any significant degree by the development as the extension would be erected along the side wall of that property. As such it is not considered that the proposed extension would give rise to unacceptable impacts on the residential amenity of existing properties overshadowing or loss of light. Any impact on the adjoining property to the west is not considered to be unduly harmful as the proposal is single storey and would incorporate a lean to roof which slopes away and

downwards from the main house. The extension would also only project an additional 1.04m than an extension allowed under a larger homes approval.

Whilst the extension has reduced the size of the rear garden, the garden would still be capable of allowing a sufficient space for the occupiers which is not out of character in this context.

Together with that the fact that the south facing front garden would be unaffected by the development.

Concerns have been raised regarding access to a first-floor window in the side elevation of an adjoining property and that the extension would allow easy access to the window. However, this impact would arise if the applicant were to make use of permitted development rights or erect the extension approved previously. The rear of these dwellings is also in a secure area with good natural surveillance.

Conclusion

It is considered that the proposed extension is acceptable and has been designed to be subservient to the existing dwellinghouse. The proposals would not give rise to impacts on residential amenity of nearby occupiers in terms of overlooking, loss of privacy, overshadowing or loss of sunlight and accord with the adopted planning policies for residential extensions. Any issues relating to the Party Wall Act would not be a material planning consideration and would be a civil matter between the two parties.

Other Legislative Requirements Equality Act 2010

Section 149 (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.

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 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 positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The requirement in Paragraph 38 of the NPPF have been complied with.

Conditions to be attached to the decision

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

"Proposed Rear Extension to 126 Chichester Road Hulme"

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.

2) The materials to be used on the external surfaces of the extension hereby permitted shall be similar in appearance to those used during the construction of the original dwellinghouse in type, size, colour and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1.1, DC1.2 and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester 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: 137172/FH/2023 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

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 : Robert Tyrer
Telephone number : 0161 234 4068
Email : robert.tyrer@manchester.gov.uk

