



Planning and Highways Committee

Date: Thursday, 27 June 2019
Time: 2.00 pm
Venue: Council Chamber, Level 2, Town Hall Extension,
Manchester

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

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

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

Curley (Chair), Nasrin Ali (Deputy Chair), Shaukat Ali, Clay, Dar, Davies, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson, White and Wilson

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Planning Applications on this agenda.**
The report of the Head 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 30 May 2019. 7 - 14
5. **122897/FO/2019 - Land at the Corner of Bank Bridge Road and Tartan Street Adjacent to and comprising Ilk Street and Alpine Street, Manchester, M11 4GD** 15 - 56
The report of the Head of Planning, Building Control and Licensing is attached.
6. **122042/00/2018 - Land off Cringle Road, Manchester** 57 - 108
The report of the Head of Planning, Building Control and Licensing is attached.
7. **122945/FO/2019 - 328 - 336 Stockport Road, Manchester** 109 - 158
The report of the Head of Planning, Building Control and Licensing is attached.
8. **123261/FO/2019 - Land Bounded by Arundel Street, Ellsmere Street, The A57 (M) Inner Ring Road (Mancunian Way)** 159 - 226
The report of the Head of Planning, Building Control and Licensing is attached.

9. **121375/FO/2018 and 121447/FO/2018 20 - 36 High Street Including Church Street Market Stalls, Manchester, M4 1QB and Land Bounded by the Northern Quarter Multi-storey car park, Church Street and Red Lion Street, Manchester, M4 1PA** 227 - 342
The report of the Head of Planning, Building Control and Licensing is attached.
10. **122523/FO/2019 - Land Bound by Back Turner Street, Shudehill, Soap Street and High Street, Manchester, M4 1EW** 343 - 424
The report of the Head of Planning, Building Control and Licensing is attached.
11. **122464/FO2019 - Land at Junction of Honford Road and Broadoak Road, Manchester** 425 - 450
The report of the Head of Planning, Building Control and Licensing is attached.
12. **122466/FO/2019 - Land at Junction of Panfield Road and Broadoak Road, Manchester** 451 - 476
The report of the Head of Planning, Building Control and Licensing is attached.
13. **122638/FO/2019 - Land to the South of Wilmslow Old Road, and to the West Aviation Viewing Park, Manchester, WA15 8XQ** 477 - 508
The report of the Head of Planning, Building Control and Licensing is attached.
14. **119100/FO/2018 - Former Hardy's Well Public House 257 Wilmslow Road, Manchester** 509 - 552
The report of the Head of Planning, Building Control and Licensing is attached.
15. **123274/FO/2019 - Xaverian College, Lower Park Road, Manchester M14 5RB** 553 - 582
The report of the Head of Planning, Building Control and Licensing is attached.

SITE VISITS

There will be three site visits for members of the committee as follows:

9.00am - Depart Albert Square

9.30am - Arrive at Wilmslow Old Road (Manchester Airport site), application 122638/FO

10.00am - Depart for next site

10.15am - Arrive at Broadoak Road/Honford Road, application 122464/FO

10.35am - Depart for next site

10.37am - Arrive at Broadoak Road/ Panfield Road, application 122466/FO

11.00am - Depart for the town hall

11.30am - Arrive back at Albert Square

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://secure.manchester.gov.uk/downloads/download/4030/the_constitution.

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 for up to 4 minutes.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

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

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

Information about the Committee

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

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

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

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

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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Tel: 0161 234 3011
Email: andrew.woods@manchester.gov.uk

This agenda was issued on **Wednesday, 19 June 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on Thursday, 30 May 2019

Present: Councillor Curley (Chair)

Councillors: Nasrin Ali, Clay, Kamal, Lovecy, Lyons, Madeleine Monaghan, Raisat, Shaukat Ali, Watson, White and Wilson

Apologies: Councillors Davies and Y Dar

Also present: Councillors: Ahmed Ali, Akbar, Kirkpatrick, A. Simcock and Stone

PH/19/38 Supplementary Information submitted on Planning Applications

To receive and note the late representations.

Decision

To receive and note the late representations as circulated.

PH/19/39 Minutes

To approve the minutes of the meeting held on 11 April 2019 as a correct record.

Decision

To approve the minutes of the meeting held on 11 April 2019 as a correct record.

PH/19/40 122797/FO/2019 – Land at Leach Street and Crossley Garages, Manchester M18 8BA

The application related to the erection of 45 dwelling houses on a vacant brownfield site at the junction of Leach Street and Crossley Street.

The applicant attended and did not speak to the application.

In welcoming the application members referred to bin storage at the front of the proposed properties and asked if this arrangement was an acceptable practice.

Officers reported that storing bins at the front of the properties was an acceptable arrangement for the reason that the properties are terraced and there is no external access to the rear. A member asked what arrangements were in place for the planting of trees and was informed that an agreed landscaping scheme would determine tree planting locations across the site. In response to questions relating to affordable housing, officers also explained that the properties would be operated under a shred ownership arrangement.

Decision

To approve the application, subject to the conditions and reasons detailed in the report submitted.

(Councillor Kamal declared a prejudicial interest in the application and left the meeting room during consideration of the application.)

PH/19/41 122042/OO/2018 – Land off Cringle Road, Manchester M16 8HW

The application related to an outline planning application for the erection of 57 dwellings, with all matters reserved except for access, with associated access off Cringle Road, car parking, landscaping and other associated works.

The Committee, at its meeting held on 11 April 2019, had resolved that it was minded to refuse the application and had deferred the application. The Committee had requested officers to submit a report to address the concerns raised relating to the loss of the facilities at the farm together with impacts on ecology, the local highway and ground conditions.

The applicant attended the meeting and addressed the committee on the application.

Councillor Stone spoke as a ward councillor against the application.

Members referred to the report regarding the proposed financial sum contribution for enhancements and improvements at the Country Park and whether the use of the contribution had been consulted on locally. It was reported that discussions had taken place with officers from the leisure services and parks and would involve wider consultation through neighbourhood officers.

A member asked for further information on the bat survey of the area funded by local residents. Officers reported that the report produced on behalf of local residents had been considered by the GM Ecology Unit and an additional condition had been added to the proposed planning permission.

Decision

Minded to refuse the application for the reason that the proposed financial agreement between the Council and the applicant is insufficient to mitigate against the significant harm to Highfield Country Park, loss of green space and infrastructure and conflicts with policies:

- EN9 – Maintaining green infrastructure;
- EN10 – Safeguarding open space, sport and recreation facilities;
- Saved Policy LL3 - Environmental Improvements and Protection.

PH/19/42 122644/FO/2018 – 60 Charles Street, Manchester, M1 7DF

The application related to the erection of a 16 storey building plus plant level comprising a hotel (Use Class C1) with ancillary ground floor bar and restaurant

uses (Use Classes A3, A4) with associated works to facilitate access, servicing and other associated works following demolition of existing building on-site.

An objector to the application addressed the Committee on the potential impact of the proposal on their business and concerns on traffic management issues that would be caused from the development.

The applicant spoke on the application and responded to the points raised by the objector.

A member referred to the application, in particular, the local labour agreement, the completion of surveys and lack of information and comments from the Manchester Conservation Area and Historic Buildings Panel on the proposed materials for the construction.

Officers reported that two objections had been received on the application. The issue raised regarding the Local Labour Agreement had been considered and had limited weight in view of the employment that the scheme would generate. In response to the completion of surveys and gaps in information, it was reported that officers were confident that the planning report contained all the required information necessary to satisfy the planning process and contained no information gaps. An assurance was given that the materials proposed to be used on the construction are of a high quality and have been used on existing buildings in St Peter's Square and this would be reflected in the proposed conditions.

A member referred to the style of the building proposed and how this would fit in with other older buildings in a conservation area.

Officers reported that that the design of the building replicates the Victorian style of buildings in Manchester with a modern interpretation involving a tripartite sub-division. The proposed development would enhance the current street and would be in keeping with the conservation area.

A member referred to the lack of trees on the street due the width of the pavement area and requested that an additional condition be added to address this and for trees to be included.

Decision

To approve the application, subject to the conditions and reasons detailed in the report submitted and subject to the inclusion of an additional condition to require officers to reconsider the inclusion of tree planting scheme within the proposal.

**PH/19/43 119100/FO/2018 – Former Hardy's Well Public House 257
Wilmslow Road, Manchester M14 5LN**

The Committee undertook a site visit in the morning prior to the start of the meeting.

The application related to the erection of a part two, part three, part four and part five storey building to provide 8 ground floor A1 retail /A2 financial and professional services at ground floor and 35 apartments above with associated access, parking and landscaping arrangements.

Councillor Ahmed Ali spoke as a ward councillor against the application and gave the views of local community and residents associations and the local civic society. The issues raised included increased traffic resulting from the development in view of the location and the impact this will have on local schools, college and mosque. The point was made the further retail units were not needed in view of the empty shop units on Wilmslow Road.

The applicant also spoke to the application.

Members referred to the parking area and the space available for vehicles accessing and leaving the development and asked what consideration had been given to vehicle emissions waiting to access the site. Reference was also made to refuse collection vehicles access to the site and the high volume of traffic Wilmslow Road which could cause additional traffic congestion and make the movement of vehicles to and from the site difficult.

It was reported that a detailed investigation of traffic management of the site had taken place including calculations on the path of vehicles entering and leaving to ensure there is sufficient space. It was reported that ventilation is included in the design of the building to address vehicle emissions which has been assessed by environmental health. Waste collection arrangements and access would be managed by traffic regulation orders and this had been addressed in a condition. It was considered that the development is acceptable for this location and surveys and assessments had been undertaken to support the expected hourly vehicle movements.

Decision

Minded to approve, subject to the signing of a legal agreement which will include a provision for a reconciliation, which would require a contribution to be paid if values change at an agreed point, there would also be provision for a future review mechanism so if the residential units are to be retained as a rented scheme or are changed from rented to sale at a future date.

PH/19/44 122963/FO/2019 and 122964/LO/2019 – British Muslim Heritage Centre, College Road, Manchester, M16 8BP

The application related to the retaining of an existing temporary marquee for a further three years and for associated listed building consent.

The applicant was not present and no objectors attended to speak. Officers did not add any further information to the report submitted.

Decision

To approve the application, subject to the conditions and reasons detailed in the report submitted.

(Councillor Watson declared a personal interest in the application.)

PH/19/45 121011/OO/2018 – Garage Rear of 88 School Lane, Manchester, M20 6GH

The Committee undertook a site visit in the morning prior to the start of the meeting.

The application related to the erection of a part 2/part 3 storey terrace of four dwellings (3 bedrooms) and one detached 2 storey dwelling (3 bedrooms) following demolition of existing commercial buildings and garages.

An objector to the application addressed the Committee on the potential impact of the proposal.

The applicant addressed the Committee on the issues raised relating to parking and refuse storage arrangements and revisions made to the scheme.

Members referred to the issue of parking on the pavement on School Lane and asked officers if preventative measures could be taken and if the positioning of street trees could support this.

Officers reported that vehicles parking on the pavement would be an obstruction of the highway and that would be a matter for the Greater Manchester Police. Planning officers undertook to consult with the arboricultural officers on the siting of street trees to prevent pavement parking.

Decisions

1. To approve the application, subject to the conditions and reasons detailed in the report submitted.
2. To approve an additional condition on the siting of trees on the pavement area of School Lane to prevent parking.

PH/19/46 122464/FO/2019 – Land at Junction of Honford Road and Broadoak Road, Manchester

The application related to revised drawings for the erection of two 4 bedroom bungalows and one 2 bedroom bungalow with parking, gardens and amenity space

A member proposed that the Committee undertake a site visit for a better understanding of the site and impacts arising from the development in view of issues raised on public amenity and recreational space.

The Chair put the proposal for a site visit to the Committee and it was agreed.

Decision

To defer consideration of the application for a site visit.

PH/19/47 122466/FO/2019 – Land at Junction of Panfield Road and Broadoak Road, Manchester

The application related to the erection of 4 two bed bungalows with associated parking and landscaping works.

A member proposed that the Committee undertake a site visit for a better understanding of the site and impacts arising from the development in view of issues raised on public amenity and recreational space.

The Chair put the proposal for a site visit to the Committee and it was agreed.

Decision

To defer consideration of the application for a site visit.

PH/19/48 122638/FO/2019 – Land to South of Wilmslow Old Road and the West of Aviation Viewing Park, Manchester, WA15 8XQ

The application related to the development of a combined bussing and motor transport service centre consisting of a part single/part two storey motor transport building, a single storey bus washing building, provision of a public long stay car park (2,700 car parking spaces), amendments to the layout of Wilmslow Old Road, together with the provision of landscaping and surface water drainage infrastructure and the demolition of four residential properties (Vicarage Cottages).

A member proposed that the Committee undertake a site visit for a better understanding of the site and impacts arising from the development in view of the proximity of the proposed site to an area of scientific interest and the protection of wildlife and heritage and environmental issues.

The Chair put the proposal for a site visit to the Committee and it was agreed.

Decision

To defer consideration of the application for a site visit.

PH/19/49 120849/FO/2018 – The Limes 816 Wilmslow Road, Manchester, M20 2RN

The application related to the erection of 3 storey building plus basement containing 15 apartments (7x1 bed, 8x2 beds), following partial demolition of vacant care home building (retention of front façade), together with the erection of a terrace of 4 no. three storey townhouses (4 bedrooms); with associated landscaping and car parking for 25 vehicles.

The applicant attended the meeting addressed the Committee.

Councillor A Simcock (Didsbury East Ward) spoke in favour of the application. A member referred to the design and position to ensure that sun light and natural light for basement properties in the proposed development and how this would be addressed.

Officers reported that Building Regulations would require the plans for the construction of the development and these would be assessed by officers accordingly.

Decision

To approve the application, subject to the conditions and reasons detailed in the report submitted.

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Application Number	Date of Appln	Committee Date	Ward
122897/FO/2019	29th Mar 2019	27th Jun 2019	Clayton & Openshaw Ward

Proposal Proposed redevelopment of vacant land to create 66 no. 2, 3 and 4 bedroom dwellings incorporating new access roads off Bank Street and Tartan Street, pavements and associated landscaping and boundary treatments

Location Land On The Corner Of Bank Bridge Road And Tartan Street Adjacent To And Comprising Ilk Street And Alpine Street, Manchester, M11 4GD

Applicant Ms Pauline Terry , One Manchester, Lovell House, 6 Archway, Manchester, M15 5RN,

Agent Mr Paul Chadwick, MHA Architects, 51 Barton Arcade, Manchester, M3 2BJ

Application Site and Area

The application site measures 1.52 hectares (3.76 acres) and is located on the corner of Bank Bridge Road and Tartan Street within the Clayton and Openshaw ward of the City, which is located north east of Manchester City Centre. The application site is located approximately 3.2 kilometres to the east of the City centre and is approximately 500 metres east of the Eastlands district centre.

The application site is comprised of an area of brownfield land, which was formerly occupied by housing and the site of the former Ravensbury Infant and Primary schools, both of which were demolished more than twenty years ago. The redevelopment area is formed by the sites of 45 former dwelling houses, 1 commercial premises, and highway land (mainly Ilk and Alpine Street). The land is level and predominantly residential in character with no buildings of historic or architectural significance. The site is now comprised of grass and overgrown self-seeded scrubland bounded by a kick rail that was installed following the demolition works. The site contains an area of unkempt land that includes a number of planted trees and areas of naturally colonised Willow and Birch scrub. The site does have a significant problem with flytipping and anti-social behaviour.

The site is situated on the edge of an existing predominantly residential area and is bounded by a cycle route to the north, Bank Bridge Road and Bank Street to the west, Tartan Street to the south and by existing two-storey semi-detached housing and a nursery to the east off Pioneer Street. On the northern edge of the site is a pedestrian/cycle route, which provides access to Clayton Vale. Alpine Street and Ilk Street provide access to the site via Tartan Street each of which are approximately 50m long with footways on both sides. They used to serve the former on-site buildings that have previously been demolished. Directly opposite Alpine Street and Ilk Street on the opposite side of Tartan Street is Ravensbury Community Primary School.

Located close to the application site to the south west is the large scale building complex of the National Cycling Centre and the Eastlands District Centre and Etihad campus beyond. Evans Cycles dominate the west edge of the site. Philips Park which is situated along the River Medlock provides a soft edge to the north west of the site. The application site can be seen in the location plan below:



Application site edge red

Background to Development

In January 2008, the City Council Executive approved a report in respect of the Compulsory Purchase of the lands within the application site that were not in the Council's ownership. The City Council's appointed developer partner at that time proposed a redevelopment of the area which would have delivered 58 dwellings in a range of sizes and styles, all aimed at families. The subsequent economic downturn and the collapse of the housing market necessitated the postponement of plans to redevelop the Alpine and Ilk Street area.

On the 18 March 2015, the Council Executive agreed proposals to deliver a comprehensive regeneration scheme to the wider Ben street area. The proposals consisted of four elements:

- Acquisition from Guinness Properties and subsequent refurbishment of 64 long term voids (now completed)
- Facelifting the remaining 213 terraced properties (now completed)
- Undertaking streetscape works to improve and connect the external environment within the neighbourhood (now completed); and
- Development of the Ilk St/Alpine St site for new build quality family homes that would improve the scope of the offer in the area.

Collectively these elements would provide a more sustainable approach to improving the residential area, by improving the scope of the housing offer and lifting the quality of the existing residential offer. The improvements will be under pinned with a neighbourhood management strategy to improve waste management, community

cohesion and resilience. The first three of the above four proposals have now been completed.

Proposed Development

Planning permission is now sought for the redevelopment of this site in accordance with the above strategy to deliver 66 no. new family dwellinghouses. The proposal is for the delivery of affordable homes through both shared ownership and rent to buy pathways, comprising a mixture of 2, 3 & 4 bed houses.

The proposed mix of properties includes 23 no. 2 bed / 3 person houses, 35 no. 3 bed / 4 person houses and 8 no. 4 bed / 5 person houses. All house types are two storey semi-detached properties with a minimum of 1 no. in-curtilage car parking spaces, gardens to the front and rear, bin storage in the rear gardens, good quality boundary treatments and soft landscaping. It is proposed that the houses are constructed with a brick finish, which is generally in line with the properties in immediate proximity of the site. Some variation to the front facades is proposed with the contrast brick and stepped feature brick to the upper floor front elevation and feature box-surround to windows of in principle locations and feature gables.

There are two new vehicular access routes into the site, one from Bank Bridge Road / Bank Street to the west and one from Tartan Street to the south. These meet in the centre of the site and then a further route is then provided to access the northern area of the site, with a new street being created along the northern boundary to overlook the existing Clayton Vale pedestrian/cycle route. The proposed site layout for the site can be seen below:



Proposed site layout plan

The City Council has an interest in this site as a land owner.

Consultations

Advertisements

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) on 9th May 2019. Site notices were displayed at various locations around the application site also on the 9th May 2019.

Local Residents

3 letters of objection have been received against the proposed development. The comments made can be summarised as follows:

- This development is the apparent assumption that the two current, empty, streets are not used. This is not the case, during the working day both streets appear to be being used for parking and are both full. It is assumed these are people working at the school. What is the plan for where these cars are going to now go? There either needs to be an extension of the current Ethiad parking scheme to cover all hours or some other plan put in place to deal with the space this development is removing as the cars aren't going to disappear.
- Horrendous number of 66 houses are planned to be squeezed in on a plot that is totally not suitable for that. Green area with trees is planned to be changed to area with tiny houses with 2x2m useless gardens.
- Is the proposal to cut trees or urbanise part of Clayton Vale or the entrance of the vale? How will it be assured that the wellbeing of local people is protected if Clayton Vale is affected?
- So many houses on such a small plot will provide a big amount of litter, communal waste and noise. We have the problem with mice and rats already in the area. More rubbish means more rats.
- Bank street and Bank Bridge road is very busy particularly in rush hour. If this development could add about approx. 120 more cars (2 cars per 66 houses), the situation will get much worse.
- How long building new houses would take? How will the people who live in the area be protected from construction noise?
- Significant detrimental impact on the outlook and view of the properties overlooking this green area with nice big trees.
- Lots of trees and shrubs will be removed. Trees protects the area from the street noise and provides more oxygen. Cutting down trees for the development means more sound pollution in the area. The planet is burning and do we want to chip off green belt wherever it exists and pave it all?

- If space is a problem, there is area on the Ashton New Road where houses were demolished and where constantly Travellers are camping. Why not build houses there instead of attacking Clayton Vale?
- The area is full of fly tipping and part of this development area is unfortunately used as a dump. When 66 new houses are built, people will dump this same rubbish into the heart of the Vale!
- What is wrong with building flats? Why does every house need a garden and why communal space has to be removed for the new properties to have small gardens. There is so much unused post industrial space that can be developed into flats. What is the point of cramming the area with houses with gardens while noise from traffic that it will add to the streets and amount of cars that will bring into the area will make using those gardens impossible in peace and without a gas mask.
- Building so many gardens adds to the need for lawn mowers. More air pollution and more noise. Chemicals for the gardens, trees cut down for garden fencing. Where is logic and sustainability in that? Will this development have 100% of solar power cells on roofs? Will material used for this build be required to come from renewable sources?
- The existing primary school already creates a huge problem of traffic and the safety of children is ignored.
- How will adding new families to the area solve the problem of poor policing by an underfunded Police department?

Highway Services

Ravensbury Primary School is located on the opposite side of Tartan Street, with the entrance protected by appropriate keep clear markings (No Stopping Mon-Fri 8am-5pm).

Comments were made in relation to the site layout, new highway adoptions, off-site highways works, trip generation and junction capacity, site accessibility, vehicular access and egress, parking and access, cycle parking, boundary treatments, refuse and servicing, construction management and travel plans.

It has been confirmed that in principle, the indicative highway layout is considered appropriate with all new internal access roads maintaining a 5.5m carriageway width, that the trip assessment work within the submitted Transport Statement is acceptable, there are no significant concerns in terms of highway design or infrastructure, appropriate visibility has been ensured at the new junctions, refuse vehicle swept paths are acceptable and that the proposals for over 100% in curtilage parking is acceptable.

Additional information was requested in relation to carriageway width to the northern end of Alpine Street, additional traffic calming measures, new driveways onto raised tables, the locations of driveways a minimum of 10m away from junctions, the

provision of electric vehicle charging points at all properties, the provision of secure cycle parking at all properties and confirmation that all frontage boundary treatments are permeable from a height of 600mm upwards.

Conditions are requested in relation to the submission of a construction management plan, the submission of a residential travel plan and the completion of detailed off-site highway works plans.

Following the submission of additional information from the applicant in relation to the above matters, the applicant has confirmed that the highway layout and parking spaces have been adjusted to address the concerns raised, each of the properties will be provided with an electric vehicle charging point and a secure cycle storage space and that it is agreed to accept an off-site highway works condition to address any necessary additional traffic calming and other associated works. Highway Services have assessed this information and have confirmed that there are no further concerns associated with the development.

Environmental Health

Comments have been received in relation to construction management, noise and acoustic insulation of the new properties, air quality, contaminated land and waste. It has been confirmed that the insulation scheme outlined within the submitted Acoustics Noise Assessment is sufficient and should be completed prior to the first occupation of the properties. A condition has been requested to ensure the submission of a post completion verification report.

It has been confirmed that the waste management strategy submitted with the application is considered to be acceptable and its compliance should be conditioned.

Reports have been submitted in relation to the remediation of the site and these are considered to be acceptable. An appropriately worded condition has been recommended to ensure compliance with these reports and the submission of final verification assessments.

Greater Manchester Police

Having looked at the documents submitted, GMP would recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Archaeological Advisory Service

GMAAS have had a look at the GM Historic Environment Records and can confirm that there are no known archaeological sites within the site boundary. Historic mapping shows that the site saw no early development, with terrace houses being established in the late 19th and 20th centuries.

GMAAS consider that the site has no archaeological interest and no further work is required.

Arboriculture

Initially, some concerns were raised regarding species selection, as the species selection of small fruit trees is not ideal. Arboriculture would like to see the planting pit specification for the trees on the north side of the site. It appears from the plan that this area will be hard standing, and confirmation is required that the proposed trees will have sufficient rooting area for their development.

The applicant has acknowledged the request for additional information and has agreed to accept appropriately worded conditions relating to the submission of a detailed landscaping scheme and specialist tree pit details.

Flood Risk Management Team

Recommend that conditions relating to surface water drainage and details of the implementation, maintenance and management of the approved scheme are included in any approval.

Greater Manchester Ecology Unit

No significant ecological issues were identified by the developer's ecological consultant.

Issues relating to bats, nesting birds and invasive species can be resolved via condition and/or informatives. The development will however result in the loss of a significant number of trees and shrubs and associated bird nesting habitat with the proposed scheme appearing to fail to provide adequate mitigation.

Comments and recommended conditions/informatives have been made in relation to protected species, the protection of Clayton Vale from construction, nesting birds, the proper treatment of invasive species (Japanese Knotweed and Giant Hogweed) and the further contribution towards enhancing the natural environment. These are all included in the lists below.

Policy Context

The Development Plan

The Development Plan comprises:

- The Manchester Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") (Adopted July 2012); and
- The remaining extant policies of the Unitary Development for the City of Manchester ("UDP") (Adopted 1995).

The Core Strategy is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the 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 and will remain so until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must of course be decided in accordance with the Development Plan unless material considerations indicate otherwise. In terms of the saved UDP policies, paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.

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

The UDP, as noted above, was adopted in 1995 and as detailed above some of the policies have been saved. Part 1 Policies of particular importance is Citywide Development Control policy DC7.

Policy DC7.1 relates to New Housing Development and advises that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, whenever this is practicable. All developments containing family homes will be expected to be designed so as to have safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The Manchester Core Strategy (2012)

Policy SP1 'Spatial Principles' outlines the key spatial principles which will guide strategic development in Manchester to 2027. In particular, the policy places emphasis on the creation of neighbourhoods of choice with the majority of new residential development being accommodated within the regeneration areas of North, East and Central Manchester.

The requirement to provide new family homes within this Clayton regeneration area is an objective supported by policy SP1 of the Core Strategy. This area of Manchester in particular is identified as being part of a regeneration area within policy SP1, and as such all development should have regard to the character, issues and strategy for that area as described in the corresponding Strategic Regeneration Framework.

Policy SP1 goes on to state that development in all parts of the City should:-

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

Responding to the need for, and supporting, housing growth, including creating the right type of development to provide housing choice, is also reflected in Objective SO3 and policy H1 'Overall Housing Provision'. Prioritising previously developed land along with re-using vacant housing, is a priority within policy H1 as is ensuring the right type, size and tenure of the housing.

Policy H1 states that proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the identified spatial distribution which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk)
- Be designed to give privacy to both its residents and neighbours.

Policy H4 'East Manchester' states that East Manchester, over the lifetime of the Core Strategy will accommodate around 30% of new residential development, and that priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy H8 'Affordable Housing' states that the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

- New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within

Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

- Affordable housing units will be inclusively designed to reflect the character of development on the site.
- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products.

The objectives of policies SP1, H1, and H4 of the Core Strategy seek to support new housing development and improve the quality of the external environment, which this proposed development is considered to comply with. Furthermore, policy H8 seeks to deliver housing choice to meet different needs. Further information about the provision of a fully affordable homes development will be given below within the Issues section of this report.

Policy T1 'Sustainable Transport' relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Policy T2 'Accessible areas of opportunity and need' states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities.

EN1 'Design Principles and Strategic Character Areas' - All development in Manchester will be expected to follow the seven principles of urban design listed below and have regard to the strategic character area in which the development is located:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

EN8 'Adaption 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. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability,
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways,
- The need to control overheating of buildings through passive design,
- The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

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

Policy EN14 'Flood Risk' states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Consideration has been given to the surface water runoff from the site and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15 'Biodiversity and Geological Conservation' states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or

adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

Policy EN19 'Waste' requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how waste will be minimised and recycled on site and the sustainable waste management needs of the end user will be met.

Policy DM1 outlines the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.

At the heart of the regeneration strategy for this area in Clayton is the need to promote good urban design and a high quality environment and public realm whilst protecting residential amenity is also key. This is promoted within policy DM1 where effects on amenity are required to be considered along with appropriate siting, scale, form, massing and materials and the effect the design has on the local area.

Other Material Planning Considerations

Providing for Housing Choice SPD and Planning Guidance (2008)

The document was adopted on the 2nd September 2008, and supports the work being carried out within this neighbourhood. It provides that everyone should have the opportunity to live in a decent home; a home they can afford, in an area they want to live in. However large increases in house prices in the city have made it much more difficult for many households to get a foot on the housing ladder. The Affordable Housing strategy is one way of tackling the problem. It means making homes available to people who would otherwise find it hard to buy or rent. It includes housing rented from a public landlord like the council or a not-profit housing association or trust, as well as 'shared ownership' schemes.

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 as follows.

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.

National Planning Policy Framework (NPPF) February 2019

The revised NPPF states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 ‘Delivering a sufficient supply of new homes’ states that in order to support the Government’s objective of significantly boosting the supply of homes, ‘it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed

and that land with permission is developed without unnecessary delay' (paragraph 59). With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available 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.

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

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 103). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109). Within this context, applications for development should:

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

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

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

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;

- c) 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;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (Paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

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

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 soil, air, water or noise pollution or land instability and remediating contaminated land (paragraph 170).

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.

Issues

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 1.52 hectares and would comprise the erection of 66 dwellings. Thus the proposed development does not exceed the 5 hectare threshold or units size threshold of 150 units set out in Schedule 2 10 (b) of the EIA Regulations.

Given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and any cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Principle

The application site is located within the Clayton and Openshaw ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono

tenure areas by increasing the availability of family housing. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the site previously comprised of terraced properties, a commercial property and the former Ravensbury Infant and Primary schools and which has since been cleared. The application site is classed as a brownfield site and as such, the development accords with the principles of Policies SP1 and H1.

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

Community Consultation

A Statement of Consultation has been prepared in support of the application, and is located within Section 7 of the Design and Access Statement. This document explains the programme of consultation that the proposal has been through in order to ensure that issues could be considered and addressed as the proposal is developed.

A public consultation event was held on Wednesday 27th February 2019 at Ravensbury Community School. The applicant and design team members were present to meet members of the public to present the proposals and to answer any queries raised.

Out of the 500 invites, 34 local residents and stakeholders were present. In general, the development proposals were positively received. Attendees recognised the benefits of the new development, what it would bring to the area, accepted the need to do something with the site and the necessity for housing in this area. Those who attended were in favour and 1 against who was concerned about the potential loss of on street parking and natural habitat.

Of those who support the proposals some of the comments received were:

- Good range of properties proposed
- Lots of garden and green space in the design
- It looks great, about time something positive was done with the site.
Good design.
- Lovely development with nice green garden spaces and off road parking_
The current site has needed attention for many years so this scheme is ideal to improve the look of this area.
- Sick of fly tipping on the site
- How can I register my interest to buy one.

The Statement outlines that the planning submission provides a detailed response to all the matters raised at the consultation event through the inclusion of detailed plans and specialists reports. These matters will be considered in more detail below.

Loss of Open Space

It is acknowledged that since the demolition of the properties and schools previously seen on this site some time ago, the land has become greened with self-seeded scrub and some trees. However, the site is not recorded or designated as a formal open space in the City Council's Open Space Audit in 2009 and does have significant problems associated with it from fly tipping and other anti-social behaviour issues. The site does not form part of Clayton Vale or the nearby Phillips Park and is an informal space left following the former clearance of buildings for redevelopment.

It must also be recognised that this is a previously developed site, and the public benefits of the scheme proposed are considered to outweigh the loss of this area of informal space. The loss of the area of informal space needs to be considered in the context of the overall proposal, that this is a brownfield site, which is being brought forward for a mix of affordable housing which complies with policy H4 of the Core Strategy.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The application has been accompanied by an Affordable Housing Statement, which outlines that One Manchester's target is to develop over 1000 properties within the next five years with the emphasis on diversifying the market by bringing a varied rental and affordable homeownership offer to Manchester neighbourhoods.

This confirms that the proposal for the application site is to deliver affordable homeownership under the Homes England Shared Ownership and Affordable Homes Programme 2016-2021. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', where the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

The Shared Ownership and Rent to Buy products provide the ability to diversify the affordable homeownership offer and attract new residents into this locality. The proposals for this site are to deliver 26 properties for shared ownership and 40 rent to buy units.

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years.

Rent to buy provides the opportunity to get on the housing ladder by purchasing a percentage of their own home throughout a 5 year period with the opportunity of owning the property outright in the future. One Manchester will support residents

with their savings plan and should the resident not purchase a share during this time they will review the options with them which will include staying longer to continue to save a deposit, or moving with support to an affordable or market rent property depending on their circumstances at this point.

Once the property is bought outright, the grant allocated to One Manchester for this affordable home is then recycled back into our delivery of more new affordable homes.

The applicant (One Manchester) will be promoting this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021.

This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance' - whereby the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

It is therefore, considered that this development would contribute towards addressing the under supply of affordable housing and would support the local authority in meeting their affordable housing targets.

The applicant has advised that before any applicant can be offered a property they must have their eligibility confirmed by the Homebuy Agent for the North West as required as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership - primarily first time buyers - but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Furthermore, the applicant has confirmed that they are happy to work with City Council housing officers and will be able to consider any applicant they wish to refer. The applicant has stated that they are happy to agree a local lettings policy for shared ownership and to review sales and marketing strategies with Housing officers should this be something the Council wish to pursue.

The site that is the subject of this application is currently owned by the City Council and therefore, it is not possible to secure this affordable housing provision through the usual route of a S106 agreement attached to the planning permission. However, it has been confirmed by the relevant City Council department that the delivery and future perpetuity of this affordable housing provision will be secured through the Development Agreement necessary for the sale of the land.

Siting/layout

The site faces onto both Bank Bridge Road/Bank Street and Tartan Street. The proposed development responds positively to both road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

All of the family houses have a street frontage, with a decent sized front garden, in curtilage car parking spaces and front boundary treatments and planting to soften the appearance on the street scene. All of the properties are semi-detached,

meaning that there is space to the sides for car parking on some plots, but bin access to all plots to remove the need for alleyways or frontage bin storage area. There are then well sized private gardens for the rear, which is adequate for these 2, 3 and 4 bedroom dwellings.

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

Scale/massing

The scale of existing buildings in the immediate surroundings consists of 2 storey housing and an existing single storey school and nursery building. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses are two storeys in height to compliment the scale of the existing houses adjacent to them.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area along with a high quality design that would activate this site frontage along Bank Bridge Road and Tartan Street.

Highways issues /car parking

A Transport Statement has been prepared in support of the application. The statement outlines that the proposals would deliver 66 dwellings served from a new access off Bank Bridge Road and via Alpine Street. An analysis of recent accident data on the local highway network confirm that it has a good safety record. Highway safety is therefore not considered to be a barrier to the redevelopment of the site.

The site is well located in the context of surrounding land uses and has various employment, educational and community facilities all within a reasonable walking distance. A range of employment and amenity destinations including Manchester City Centre are accessible within a 5km cycle journey from the site. In addition, the site is also accessible by several regional and national cycle routes. Regular bus and tram services are accessible from the site which provide connections across Manchester and provide the opportunity to travel to further afield destinations.

To positively encourage travel by sustainable modes, the development will be supported by a residential travel plan. In the weekday, the development is forecast to generate 35 two-way trips in the AM peak period and 31 two-way trips in the PM peak period. This equates to only around 1 trip every two minutes. These small increases will have negligible traffic impacts on the local highway network, let alone the impacts being significant or severe in NPPF terms.

The level of proposed off street parking at over 100% is considered to be acceptable, and it is considered that the proposed development would not give rise to on street highways issues. Furthermore, any impacts to the road network would not be significant.

It is acknowledged that residents have raised concerns regarding the loss of car parking from the existing streets of Ilk Street and Alpine Street that is currently used by the school for additional parking. However, planning permission has been recently granted under application 119826/FO/2018 for the proposed extension of the existing school car park on the corner of Tartan Street and Bank Street to create 26 spaces new in total within the grounds of the school. This would more than accommodate the cars that had previously parked on the adjacent Ilk and Alpine Street areas.

Secure cycle storage is proposed within the rear gardens of all the properties, and the applicant has confirmed that all of the proposed houses would be provided with electric vehicle charging points. These will be ensured through the inclusion of appropriately worded conditions.

Overall, it is considered that the development would have a minimal impact on the local highway network transport and there will be adequate car provision to serve the needs of the development.

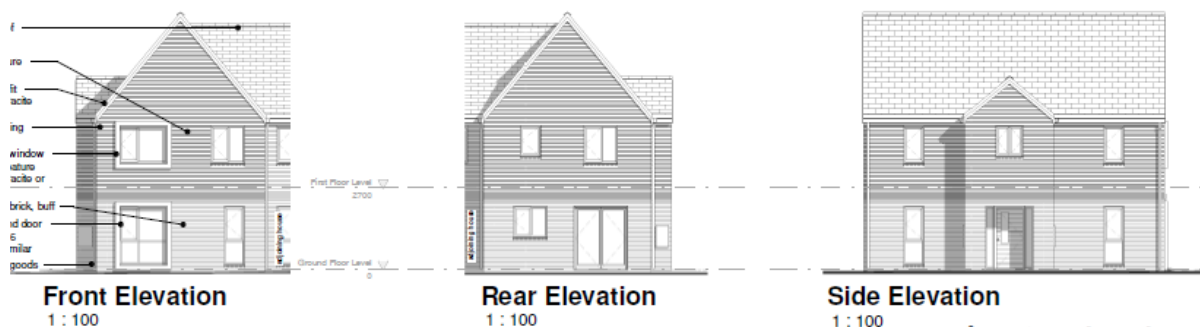
Appearance/ design quality

The aim is to create a high quality development with a distinctive identity which is appropriate to its context. Although the final palette of materials has not been confirmed, it is proposed that the houses are constructed with brick finish which is generally in line with the properties in immediate proximity of the site.

Simple forms and uniform massing maintains the schemes identity, whilst also offering a contemporary approach to housing. Some variation to the front facades is proposed with the contrast brick and stepped feature brick to the upper floor front elevation and feature box-surround to windows of in principle locations and feature gables. The scheme has been designed to fit within the existing residential context.

Deep profile fenestration is provided to all living spaces in order to maximise the solar gain and modern feel. Plot boundaries to the rear are to incorporate 1.8m high close boarded vertical timber board fence to maximise privacy and improve security.

Images of the different house types can be seen below:





The dwellings would then have a good quality boundary treatment to the frontage of all the properties, with a 900mm wall with railings on top fronting onto the new highway and 900mm high plot divisional railings between front gardens. There would then be a 1.8m high brick wall with timber trellis tops to prominent rear garden boundaries along the street frontages. Therefore, the development would have an acceptable appearance within the street scene.

It is considered that the appearance of the development would be a high quality and that the palette of materials would be traditional in nature, and would be sympathetic to the character of houses in the vicinity of the site and contribute to the ongoing regeneration of the area.

It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation on this site would be:

- 23 no. two bedroom / 3 person houses,

- 35 no. three bedroom / 4 person houses, and
- 8 no. 4 bedroom / 5 person houses.

The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide, and meet the minimum sizes set out in the Space Standards, with the two bedroom 3 person houses having a floorplate of 71sqm, the three bedroom 4 person houses having a floorplate of 88.3sqm and 92.7sqm, and the four bedroom 5 person houses having a floorplate of 100.2sqm.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document.

Inclusive Access

The proposed development has been designed to be inclusive in terms of access. The site is predominantly flat and therefore, level access would be provided throughout the development, with no steps to properties or within the rear gardens. There is a minor level change from the development down to the cycle path to Clayton Vale located along the northern boundary of the site, however a ramp has been provided to access this area in addition to 2 sets of steps.

The layout of the different house types have also been designed to provide future adaptability through the provision of a future lift position and also potential future ceiling hoist track to the first floor. Entrance door widths would also enable visitor accessibility. Each property has an incurtilage car parking space, most of which have sufficient width to allow extra room for transferring to and from the car.

Noise

A detailed Acoustic Planning Report has been completed by ADC Acoustics and submitted to accompany the application. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments. The report outlines the prevailing environmental noise climate at the development site, and that the acoustic requirements of national/local policies and current industry guidelines have been reviewed and used to inform a detailed noise impact assessment of incident noise affecting the development as well as potential noise output from the development.

The proposed residential development would re-introduce housing onto a former residential and school site. It is acknowledged that there are existing residents living within neighbouring buildings which face and back onto the application site, and there would be an increase in the amount of development on the site compared to

the existing vacant land. However, any noise generated would only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the construction of the development and any potential noise generated, a fully detailed Construction Management Strategy would be required for submission prior to any works commencing on site. This would propose routing strategies for construction vehicles to ensure the least potential impact on existing residents, and would outline what measures would be put in place in relation to general noise, disturbance and dust creation to protect the residents as best as possible during the short term construction period.

This application is accompanied by a noise assessment, which identifies that the noise at all positions was dominated at all times by traffic on Bank Bridge Road / Bank St and, to a much lesser extent, Tartan St. Distant traffic was audible during the night. Daytime levels are fairly high around the perimeters fronting onto the roads, but lower further into the site, ignoring the screening effect of the proposed houses themselves. Levels are significantly lower at night.

Acoustic specifications for glazing and vents have been provided within the report. The above report has been assessed by Environmental Health, who have confirmed that the proposed mitigation measures recommended are acceptable for this development.

On that basis, provided that the residential accommodation is appropriately insulated as recommended within the Acoustic Report, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Ecology

An Ecological Assessment has been prepared by United Environmental Services Ltd and is submitted in support of the application. The preliminary ecological appraisal has highlighted potential issues with the following ecological receptors on or adjacent to site: designated sites, trees, invasive species, breeding birds and bats. It is confirmed that provided these issues are addressed in accordance with the recommendations detailed in this report, the development may proceed without adversely impacting the aforementioned ecological receptors.

The development also presents an opportunity to enhance the habitats available to wildlife on site. The provisioning of bat and bird nest boxes on site will provide improved roosting and nesting opportunities into the long-term future of the site.

Conditions and informatives are therefore recommended in relation to protected species, the protection of Clayton Vale from construction, nesting birds, the proper treatment of invasive species (Japanese Knotweed and Giant Hogweed) and the further contribution towards enhancing the natural environment. These are all included in the lists below.

It has been confirmed by Greater Manchester Ecology Unit that these measures can be controlled and implemented via the use of appropriately worded planning conditions and as such there are no significant ecological constraints associated with the site.

Trees, Landscaping and amenity space /boundary treatment

The planning application has been submitted with a detailed Landscape Strategy Plan, an Arboricultural Impact Assessment and an Arboricultural Method Statement, due to the existing planting that exists on the application sites. The Arboricultural assessment outlines that there are thirty one individual trees (T1-T31) and seven groups (G10G7) that were surveyed.

The report confirms that in order to accommodate the proposed development, it will be necessary to remove all trees within the site boundary. The site is an unused area of open space that appears in a state of neglect. Many of the trees are vandalised and the area has been repeatedly used for fly-tipping and is now strewn with litter. Due to lack of formal management, there are areas of naturally colonised Goat Willow and Birch and swathes of dogwood/bramble. It is due to this lack of management that the area offers no amenity to the locale and as such the retention value of the trees is disproportionate to the value of regenerating the site and providing well needed affordable housing.

The vast majority of the trees on site are 'C' category i.e. those present in groups but without this conferring on them significantly greater collective landscape value; and/or those offering low or only temporary/transient landscape benefit. Therefore, the retention of these trees can be given minimal weight in the consideration of this planning proposal, particularly as it is considered that they can be mitigated by new planting associated with the scheme.

There are 8 'B' category trees to be removed. These trees are the largest and most visually prominent on site due to their location on and adjacent to the boundaries. Whilst it is considered to be unfortunate to lose these trees, the Willows are an unsuitable species to retain within close proximity to residential dwellings or roads and are best suited to larger areas of open space which is not achievable on this site. The Cherry and Alders also require greater space in order to prevent conflict with dwellings and associated infrastructure.

Therefore, the Arboricultural assessment states that throughout the site, the majority of the trees are of low value and quality and it is therefore, considered that this loss can be mitigated through the provision of a robust soft landscaping scheme.

The submitted detailed landscape drawing for the development outlines that there would be 24 new trees planted to mitigate the loss of those required for the development. All the properties would have front and rear garden areas, which would be grassed with some shrub planting to front gardens adjacent to the road. Trees have been introduced to both the front gardens of some properties along Alpine Street, acting as way-finders from Tartan Street, through the site towards the cycle route to the northern boundary, along with some further street trees. Gardens to the

fronts have been maximised where possible whilst maintaining the desired parking provision in order to reduce the amount of hardstanding.

It has been confirmed by the applicant that they are happy to accept a condition that requires the submission of a fully detailed landscape scheme for the development along with additional details in relation to tree pit details for the street trees. It will be possible at this stage to negotiate the planting of additional trees to soften the appearance of the development in the area.

There is a small area of incidental space located adjacent to the new Tartan Street / Alpine Street junction. The overall landscape strategy for the site includes a landscape 'embellishment' along the new Alpine Street that is fundamental to the wayfinding and permeability of the site from Tartan Street through to the cycle path to the north. Therefore, on balance it is deemed that with the margin to the east of the junction being minimised in width, planted in low maintenance shrubs and would ultimately be covered by One Manchester's 'Management and Maintenance Plan', the proposed layout is considered to be acceptable.

The application has been accompanied by the One Manchester's "Management and maintenance plan for Ilk & Alpine development" document, which outlines that there is a commitment by the applicant to ensure that these areas are regularly maintained in the same way that other landscaped areas in Clayton are.

The dwellings would have boundary treatment to the back of pavement comprising a 900mm wall with railings on top fronting onto the new highway, 900mm high plot divisional railings between front gardens, 1.8m high brick walls with timber trellis tops to prominent rear garden boundaries and 1.8m high closed boarded fencing to rear garden boundaries. This is considered to be an acceptable approach.

It is recommended that appropriately worded conditions relating to landscaping, boundary treatments and the management and maintenance of common areas be attached to any approval to allow further exploration into high quality landscaping and boundary treatments around the site. It is considered that the proposed landscaping at the site has been well thought out and provides a good quality and appropriate setting for this quality development. It also provides adequate mitigation for the loss of trees and shrub planting currently seen on the site. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

Flood Risk/surface drainage

A Flood Risk Assessment and Drainage Strategy report accompanies this application and, it was necessary for a surface water drainage scheme to be submitted for consideration. The submitted report has considered flooding from a number of sources in accordance with NPPF guidelines, and it is believed that the site is not at risk of flooding, nor does the proposed development create a risk of flooding elsewhere.

In view of the content of the report, it is recommended that conditions are attached to any planning approval that details of surface water drainage are considered prior to

the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

A Sustainability Statement has been submitted in support of this application. The statement outlines that the environmental performance of the proposed development has been reviewed against national and local policies. The scheme would be built to achieve high levels of sustainability by following the principles of the Code for Sustainable Homes, some of which have now been incorporated into revised building regulations.

Energy saving and carbon emission reductions will be achieved through high levels of insulation, concentrating on the building fabric in the first instance. Where necessary, renewable technologies such as photovoltaic arrays and heat pumps will be considered to supplement the fabric provisions. Similarly, the construction materials will be assessed (using the Green Guide to Specification) and selected to reduce the impact on the environment. Other measures will include mitigation of site impacts, implementation of the considerate contractor scheme, and a Secured by Design assessment. The ecology of the site will be assessed and measures taken to preserve as far as possible its ecological value.

These proposals will deliver a scheme that is inherently energy efficient and cost effective during the lifetime of the homes. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. The report indicates the redevelopment of redundant land (which has the opportunity to foster antisocial behaviour) with the development provides greater opportunities for additional natural surveillance within and around the site. It is recommended that a condition of the planning approval is that the Crime Impact Statement is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Preliminary Risk Assessment and a Phase 2 Site Investigation report is submitted in support of the planning application. An appropriately worded condition has been recommended to ensure compliance with these reports and the submission of final verification assessments.

Therefore, it is recommended that a condition of the planning approval is that final verification details should be submitted in relation to the contamination of the ground.

This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Waste

A completed waste proforma and submitted site plans have been provided, which detail the refuse storage for the proposed development. Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 1 no. general waste bin, 1 no. pulpable recycling bin, 1 no. mixed recycling bin and 1 no. green /food waste bin. It has been confirmed that adequate internal storage space within each property will be provided for residents to store and recycle their waste separately. The submitted floor plans for the different house types show this space.

The submitted waste management arrangements have been assessed by Environmental Health and in relation to waste management for the residential units, the Waste Management arrangements submitted with the application are considered to be acceptable.

Air Quality

The application site is not located within an Air Quality Management Area (AQMA), however the consideration of the potential impact of the development on existing levels is still necessary. The proposed development could impact on local air quality by virtue of road traffic emissions associated with the construction and occupation of the completed development. The submission of a fully detailed Construction Management Strategy is to be conditioned, that will assess the potential impacts of the construction on air quality and suggest mitigation measures to reduce any impacts as much as possible. Given the size of the completed development, it is not considered that vehicle emissions associated with the proposed development are likely to have a significant impact on local air quality.

It is proposed to install an electric vehicle (EV) charging point to all of the proposed dwellinghouses and a cycle storage facility for each house would be located within the rear gardens, which would help to reduce impact of the development on air quality on the local area. It is also conditioned for the submission of a detailed Residential Travel Plan, to assist future occupiers to use more sustainable methods of transport than the private car.

Public Rights of Way

The redevelopment of this site for residential dwellinghouses would require the closure/diversion of a number of roads/rights of way within the application site. This includes the closure of the former Ilk Street, the realignment of Alpine Street, along with the closure of a footpath that cuts the corner across the junction of Bank Bridge Road and Tartan Street.

It is considered that the design of the site layout for the development retains a good level of permeability both north-south and east-west across the site that mitigates the loss or diversion of these existing public rights of way. Alpine Street is to be retained

and extended to retain a link between Tartan Street and the cycle / pedestrian route to Clayton Vale along the northern boundary of the site, and the new access road being provided off Bank Bridge Road that links up to Alpine Street, allows clear pedestrian and vehicular access within and around the site.

It is acknowledged that the existing footpath that currently cuts the corner off between Bank Bridge Road and Tartan Street will be closed. However, the diversion required along Bank Street and Tartan Street around this corner is minimal and would not increase walking time significantly. This can be seen on the existing site plan below:



If planning permission is granted for the redevelopment of this land, applications (using the appropriate powers) would be made in due course for the closure of these existing public rights of way within the application site as required.

Residential amenity

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing open land. However, any noise generated would only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

The proposed development has also been assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The proposed properties would be two storey in height, which mirrors the existing residential properties within this area. The properties located closest to the proposed development are located at Nos. 7 and 9 Tartan Street and Nos. 79 – 93 Pioneer Street.

The area immediately adjacent to No. 7 Tartan Street is the landscaped area along the newly aligned Alpine Street and therefore, there is no overlooking or overshadowing to the side from any new properties in this area. The new property on Plot 66 that is located to the rear of Nos. 7 and 9 has two windows in the side elevation that face the existing rear gardens. However, both the ground and first floor windows serve the ground floor wc and the first floor bathroom, and therefore the glass in these windows would be opaque. The existing properties at Nos. 7 and 9 Tartan Street have substantial rear gardens and therefore, the new property on Plot 66 is located approx. 42 metres away from the rear elevation of the existing property.

In relation to Nos. 79 – 93 Pioneer Street, the new properties located closest to these existing maisonettes are Plots 51 to 53. Both the existing properties and in particular the new properties again have long rear gardens and therefore, the distance from existing elevation to proposed elevation is 41 metres. The new properties are also located at an angle to the existing maisonettes and therefore, there should be no direct overlooking into existing habitable windows.

Therefore, it is considered that the proposed development would not give rise to significant resident disamenity from overlooking, massing or overshadowing. However, it is recommended that a condition is attached to ensure that no additional windows can be added to the elevation of the dwellings without the need for planning approval.

Permitted development

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

Conclusion

The redevelopment of this site with a quality development would bring forward major environmental and regeneration benefits to the neighbourhood. The proposals would bring about the comprehensive redevelopment of the site would transform this with the provision of quality residential accommodation close to existing employment opportunities and a range of locally available services.

The proposal would see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas. The dwellinghouses would contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising

the impact on existing residents. Matters of car parking, cycle parking, highways, noise, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management. Furthermore, the matters raised by local residents have been fully considered.

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

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

Recommendation APPROVE

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Drawings:

MHA-XX-XX-DR-A-1-001 P1

1OM01_MHA_A1_XX_DR_A_0-001 P4

1OM01_MHA_B1_XX_DR_A_0-002 P3

1OM01_MHA_B2X_XX_DR_A_0-003 P4

1OM01_MHA_D2_XX_DR_A_0-004 P4

MHA-XX-XX-DR-A-3-001 P1

MHA-XX-XX-DR-A-1-004 P1

Design and Access Statement

Affordable Housing Statement

One Manchester Management and Maintenance Plan for Ilk & Alpine development

Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 28th February 2019

Waste Management Strategy proforma

Noise Assessment prepared by ADC Acoustics ref ARR/PPN/C/2889.01

Carley Daines & Partners Ltd., Preliminary Risk Assessment, ref 18-B-12068, 13th April 2018

TerraConsult, Phase 2 Site Investigation Report, ref 3906/01 Issue 2, dated 9th August 2018.

Sustainability Statement completed by MHA Architects

Arboricultural Impact Assessment

Arboricultural Method Statement

Preliminary Ecological Appraisal

Transport Statement

Stamped as received by the City Council on the 6th March 2019

Planning Statement

Residential Quality Guidance and Space Standards Assessment

Stamped as received by the City Council on the 29th March 2019

MHA-XX-XX-DR-A-1-002 P6

MHA-XX-XX-DR-A-1-003 P5

Stamped as received by the Local Planning Authority on the 17th June 2019

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

3) Based on the principles of the materials outlined within the Design and Access Statement, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

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

4) a) The development shall be completed in accordance with the Carley Daines & Partners Ltd., Preliminary Risk Assessment, ref 18-B-12068, 13th April 2018 and TerraConsult, Phase 2 Site Investigation Report, ref 3906/01 Issue 2, dated 9th August 2018.

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

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

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

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

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

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

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

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

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

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

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

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

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Sheeting over of construction vehicles; and
- o Dilapidation Survey of the highway and footways around the site
- o Air Quality Protection measures

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).

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

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

9) Prior to the erection of the above ground structure, full details of the necessary off site highway works shall be submitted and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of highway safety and relieving parking pressures, pursuant to Policies DM1 and SP1 of the Core Strategy.

10) The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with the drawing numbered MHA-XX-XX-DR-A-1-002 P6 received by the Local Planning Authority on the 17th June 2019. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

11) Prior to the first occupation of the development hereby approved, full details in relation to the provision of electric charging points to all the new dwellinghouses hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

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

12) Before the development hereby approved is first occupied a Travel Plan for the new residential development shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as

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

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

13) a) Prior to the erection of the above ground structure, a fully detailed hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority, including the numbers of plants, the locations and the species of all planting along with the tree pit details for any street trees proposed. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

b) 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.

14) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (1st March to 31st August inclusive), unless prior consent is granted by the City Council as Local Planning Authority.

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

15) 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.

16) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

17) Prior to the commencement of any development including site clearance, earth moving or material or machinery brought on site, a detailed construction method statement to protect the Clayton Vale LNR from negative impacts shall be submitted to and approved in writing by the City Council as the Local Planning Authority. All measures approved by this method statement will be implemented and maintained for the duration of the construction period in accordance with the approved details.

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

18) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed and Giant Hogweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

19) Prior to the occupation of the development hereby approved, a scheme for delivering biodiversity enhancement at the site shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Sustainability Statement completed by MHA Architects stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019. A post

construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

21) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 28th February 2019, stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) a) The development hereby approved shall be completed in accordance with the noise assessment prepared by ADC Acoustics ref ARR/PPN/C/2889.01, stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019, in relation to the acoustic treatment of the residential accommodation of the development hereby approved.

b) Prior to the first occupation of the development hereby approved, a noise insulation verification report, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the accommodation.

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).

23) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy received on the 6th March 2019, the plan numbered MHA-XX-XX-DR-A-1-002 P6 received on the 17th June 2019 in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country

Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

25) The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plans numbered MHA-XX-XX-DR-A-1-003 P5 stamped as received by the Local Planning Authority on the 17th June 2019. The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

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: 122897/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

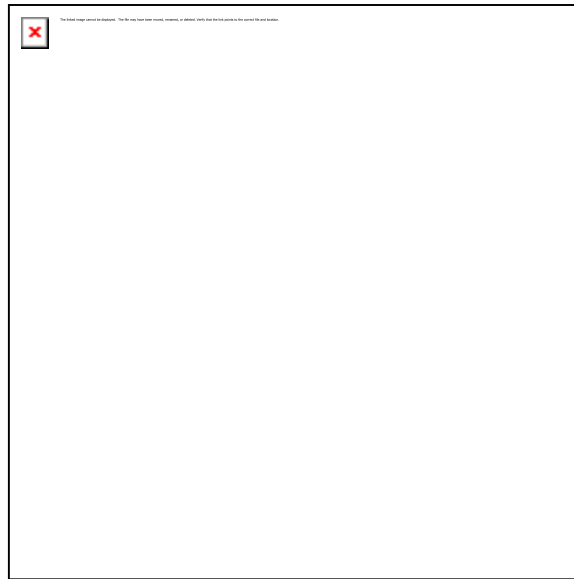
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Housing Strategy Division
 Greater Manchester Police
 Health & Safety Executive
 Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122042/OO/2018	4th Dec 2018	30 May 2019	Levenshulme Ward

Proposal Outline planning application for the erection 57 dwellings, with all matters reserved expect for access, with associated access off Cringle Road, car parking, landscaping and other associated works

Location Land Off Cringle Road, Manchester,

Applicant Towerhouse Systems Ltd, C/o Agent,

Agent Mr Julian Austin, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

Background

Members will recall this application was reported to the Committee at the meeting on the 30 May 2019. The Committee resolved it was minded to refuse the application due to the loss and harm to the existing recreational land together with the harmful impact on Highfield Country Park and were of the opinion that the proposed financial contribution offered to mitigate the harm to Highfield Country Park would not be sufficient to overcome the harm caused.

Members made specific reference to the following reasons:

1) The proposal to create a residential development will result in the loss and harm to an area of open space and recreation land which forms part of a local landscape by built development. This would diminish the recreational value of the site which would therefore be unduly harmful to the recreational, health and wellbeing needs of the local community. The site is not considered to be surplus to local requirements in quantitative or qualitative terms and there has been no consideration of alternative uses of the site that would fulfil an open space, sport or recreational function. The proposal is therefore contrary to saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), policies SP1 and EN10 of the Manchester Core Strategy (2012), the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

2) The creation of 57 residential dwellings would have an unduly harmful impact on the visual amenity value of the application site and in the wider open space context of Highfield Country Park and other open spaces. The proposal would therefore erode local character and fail to integrate successfully into the local area. It is not considered that the proposed financial contribution to improving the facilities at Highfield Country Park is sufficient to mitigate this significant harm. As such, the proposal will be unduly harmful to the visual amenity of the site and the local landscape character. The proposal is therefore contrary to policies SP1, H1, EN1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012, saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD (2007), the Residential guide (2016) and the National Planning Policy Framework and National Planning Policy Guidance.

The addendum report provided for the 30 May 2019 Committee detailed that the matters raised about the loss of the application site for housing were covered by the recent appeal. In particular, the policies Members have requested are used in this reason for refusal were used to refuse the previous planning application and were fully tested at appeal. This included whether the site has any open space or recreational value.

The principle of the need to protect the land from development was not sustained, despite the appeal being dismissed. The only grounds for this was that there was no agreement in place between the parties with regards to a financial contribution to mitigate against the additional pressures the development would have on the adjacent Park.

The addendum report for the 30 May 2019 Committee, detailed that the applicant had increased the financial contribution to mitigate against the impact on Highfield Country Park. This was considered appropriate to mitigate against the impacts of this development on the park area and therefore satisfies the reason why the Inspector dismissed the previous appeal.

Recommendation

The concerns of Members and residents are recognised. The development of the site which has a close relationship with the Country Park would inevitably bring about change in the site.

However, having tested relevant policies relied on in the earlier refusal of permission it is not considered this could be used to sustain the same decision.

The mitigation outlined would secure significant improvements to the Country park meeting the residual concerns set out by the Inspector and would deliver community and environmental benefits.

Members should also be aware that the City Council has now been notified of an appeal against non-determination. Members cannot now determine the application but a resolution is required as to what decision Committee would have made if it was still within its power to determine the application.

Background – 30 May 2019

Members will recall this application was reported to the Committee at the meeting on 11 April 2019. The Committee resolved it was minded to refuse the application and deferred the item requesting officers bring back a report which addressed concerns relating to the loss of the facilities at the farm together with impacts on ecology, the local highway network and ground conditions

Each of these concerns is addressed below.

Loss of facilities

The report to Committee in April 2019 (which is attached) sets out a recent appeal decision for the development of this site. The concern raised by Members at last month's Committee about the loss of the site to housing is at the heart of the appeal; those policies used to refuse permission were tested and this included whether the site has any open space or recreational value.

The principle of the need to protect the land from development was not sustained, despite the appeal being dismissed. The only grounds for this was that there was no

agreement in place between the parties with regards to a financial contribution to mitigate against the additional pressures the development would have on the adjacent Park. The Inspector stated:

“A grant of planning permission without the necessary planning obligations in place would result in significant harm to the Country Park through additional use of that area and the consequential pressure on facilities that already in need of improvement”

This current application has offered to enter into a legal agreement which would secure the sum of £60,000 to allow improvements and enhancements to be undertaken at the Country Park. Since the previous planning committee, the applicant has agreed to increase this sum to £150,000.

Following discussions with Neighbourhoods and Park Services, the monies will be used to increase the provision of natural play and educational facilities for children, families and the wider community at the Park. Specific schemes would include improving entrances and boundaries, improving and creating pathways, nature walks and pond dipping facilities, improving and creating outdoor seating/class room areas, installing a ‘roundhouse’ for use as a classroom/environmental education facility and accessible and environmentally friendly toilets.

It is considered that the increase in monies available will help secure the above measures including providing facilities and initiatives that are aimed at improving access and learning within the park area for young people, their families and the wider community. This would help to mitigate against the loss of the facilities once provided by the farm.

Ecology

Although ecology had been a key factor addressed in the initial committee report, residents presented the Local Planning Authority, with an ecology report they had commissioned for consideration.

The potential ecology value of the site and the wider area is clearly of importance to residents and officers share this view. The Greater Manchester Ecology Unit (GMEU) have therefore been asked to review the report presented by residents; the only real dispute is the bat roosting potential of the stables. This was assessed as moderate by the resident’s ecologist. Under best practice this would require 2 emergence surveys prior to the determination of any planning application. However, the local resident’s ecologist did not have access to the interior of the building; the ecologist appointed by the applicant had access and GMEU have reconfirmed that as a precautionary approach, an emergence survey should be undertaken prior to the demolition of the building.

It is therefore recommended that the following condition is imposed should planning permission be granted:

No demolition of existing buildings at the application site shall be undertaken until a precautionary bat emergence survey has been undertaken and submitted for approval in writing

by the City Council, as Local Planning Authority. Should and mitigation be necessary as a result of this survey, timescales shall be agreed in writing by the City Council, as Local Planning Authority, for the implementation of any measures. The mitigation measures shall be implemented in accordance with the previously agreed timescales and retained and maintained at all times.

It is also noted that condition 28 of the printed report outlines measures to secure bat and bird boxes as part of future development at the application site.

Highways

Local residents have raised concerns about the impact of the development on the local highway network, particularly along Cringle Road. As part of the consideration of the planning application, traffic calming measures were agreed along a short section of Cringle Road in order to slow traffic together with introducing a 20 mph speed limit and appropriate traffic regulation orders.

Following the comments raised during the last planning committee, officers have undertaken a further review with the applicant to determine if the off site highways measures are appropriate to mitigate against any harm resulting from this development.

As a result of this review, traffic calming measures previously agreed should be extended further along Cringle Road together with improvements to the pedestrian environment by providing a safe pedestrian crossing across Cringle Road.

In addition, the road entrances on the south side of Cringle Road which do not have dropped kerbs. These will be upgraded with dropped kerbs, tactile paving and build outs to minimise crossing distances.

Condition 29 within the printed report below would require amendment to take account of the above proposal. Condition 29 should be amended as follows:

Prior to the first occupation of the development hereby approved, a scheme of highway works in relation to 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:

- *traffic calming and raised table pedestrian crossing measures along Cringle Road;*
- *pedestrian improvements along Cringle Road in the form of dropped kerbs, tactile paving and build outs;*
- *Traffic calming within the proposed development;*
- *Amendments to highway along Cringle Road to form new access and driveway(s) as indicated on drawing L(-)012 stamped as received by the City Council, as Local Planning Authority. On the 5 March 2019*
- *Junction protection measures to new junction and Cringle Road in association with the new access in the interest of visibility and associated highway works*
- *20 mph speed limit for the new access road including associated amendments to the highway in order to facilitate this.*

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

Ground Conditions

A further concern outlined at the April meeting was the potential contamination of the site and risks associated with this. The report itself recognised that the site is contaminated.

The applicant has prepared an assessment of the site to consider the risks and impacts associated with this. The findings of this report have been considered by the Environmental Protection Unit who have consider the principle of development to be acceptable and as with other sites which are contaminated require further information with regards to this matter following further investigations at the site.

Condition 8 detailed within the printed report should be amended as follows:

Notwithstanding the Geo-Environmental site assessment report (ref. 102978P1R1) stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018, a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

This approach is not unusual in decision making of planning applications.

Recommendation

The concerns of Members and residents are recognised. The development of the site which has a close relationship with the Country Park will inevitably bring about change in the site.

However, having tested relevant policies relied on in the earlier refusal of permission it is not considered this could be used to sustain the same decision. The status of the site and its value as open space/recreational land could not now be sustained.

The mitigation outlined would secure significant improvements to the Country park meeting the residual concerns set out by the Inspector and would deliver community and environmental benefits.

The question raised about ecological impact has been reviewed and further advice from GMEU sought which confirms the site has low ecological value but suggests a precautionary approach to building demolition which can be secured by a planning condition.

Additional highway mitigation measures can also be secured which will minimise the impact on the development on the local highway network.

Background – Report of the 11 April 2019 Committee

The application site has been the subject of a previous planning application for outline consent for 57 dwellings, with all matters reserved except for access, under reference number 116474/OO/2017.

The application was refused at the meeting of the Planning and Highways Committee on the 24 August 2017 for the following reasons:

1) The proposal to create a residential development will result in the loss and harm to an area of open space and recreation land which forms part of a local landscape by built development. This would diminish the recreational value of the site which would therefore be unduly harmful to the recreational, health and wellbeing needs of the local community. The site is not considered to be surplus to local requirements in quantitative or qualitative terms and there has been no consideration of alternative uses of the site that would fulfil an open space, sport or recreational function. The proposal is therefore contrary to saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), policies SP1 and EN10 of the Manchester Core Strategy (2012), the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

2) The creation of 56 residential would have an unduly harmful impact on the visual amenity value of application site and in the wider open space context of Highfield Country Park and other open spaces. The proposal would therefore erode local character and fail to integrate successfully into the local area. As such, the proposal will be unduly harmful to the visual amenity of the site and the local landscape character. The proposal is therefore contrary to policies SP1, H1, EN1 and DM1 of the Manchester Core Strategy (2012, saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD (2007), the Residential guide (2016) and the National Planning Policy Framework and National Planning Policy Guidance.

Following the refusal of planning permission, an appeal to the Planning Inspectorate was submitted under reference number APP/B4215/W/18/3196113. This was subsequently dismissed.

Although the appeal was dismissed, the Inspector considered that there was very limited recreational activity associated with the site and as it had not been designated within the City Council's open space study in 2009, it was held the land had no formal recreational status.

Further the Inspector considered that there was no harm to the landscaped character of the wider area as a result of development at the application site.

The reason for dismissing the appeal was solely on the grounds that there had been no suitable mitigation agreed between the City Council and the applicant to minimise the wider impacts on the Country Park. On this basis the proposal was deemed to be in conflict with policies EN9 and EN10 of the Core Strategy and saved policy LL3 of the UDP.

Description

The application site is approximately 1.66 hectares and forms an area of open land which is used for the grazing of animals. The land also forms part of a wider area of semi natural open space 'Highfield Country Park', together with open space which straddles the Manchester and Stockport administrative boundaries.

There are two main plots of land which form part of this planning application:

- Plot 1 to Cringle Road which is approximately 0.3 hectares and consists of a series of low rise buildings and associated structures forming a small enclosure where animals are grazed. There is a public entrance to the site during the summer months as part of an animal farm. The site is secured by a low boundary fence;
- Plot 2 (to the rear of plot 1) is approximately 1.3 hectares and is used for equestrian grazing.

The plots are bounded by Cringle Road to the south, a footpath to the east and Highfield Country Park to the north and west.

The topography of the site is relatively flat. There is currently no formal means of vehicular access to the site with minor servicing taking place from Nelstrop Road North. There is a significant and mature tree line which bounds the site to the north of the site together with more limited coverage to the east, south and west boundaries. This tree and vegetation coverage form a mature landscape setting to the application particularly when viewed in the context of the wider Highfield Country Park.

Beyond the Country Park, the surrounding area is characterised by two storey residential properties. The properties located along Cringle Road, Wilsthorpe Close, Red Rose Crescent, and Lingcrest Road are semi-detached in nature. Immediately to the east of the site (beyond the eastern footpath and into Stockport's boundary) there is also an area of open land which forms part of a 'green chain' and strategic open space within the Stockport Development Plan.

The Highfield Country Park, which bounds the site to the north and west, forms part of an area identified as an area of Natural and Semi-natural open space within the Manchester City Wide Open Spaces, sports and recreation study. The entire area (including the application site) is subject to a saved policy LL3 within the Unitary Development Plan for the City of Manchester (1995).

The proposal

The proposal seeks to demolish and remove the existing low rise buildings on the site and grazing land and its redevelopment for 57 dwelling houses. These would be arranged around a new internal road, accessed off Cringle Road forming a loop.



Indicative layout

The indicative layout shows that the 57 properties could consist of a number of 3, 4 and 5 bedroom family properties either detached or semi-detached with associated car parking and private gardens.

The layout shows that Cringle Road could be activated through the fronting of a dwelling onto this road at the access to the site. The dwellings would then be arranged around the new access road. Front and rear garden areas will be provided along with driveways providing in-curtilage car parking.

As part of this current proposal an offer to mitigate against the impact on the Country Park has been made through a financial contribution together with a 20% affordable on site housing provision by virtue of a S106 legal agreement.

The planning submission

This planning application has been supported by the following information:

- Design and access statement;
- Crime Impact Statement;
- Transport statement;
- Flood risk and drainage strategy;
- Ecology survey;
- Tree survey;
- Air Quality report;
- Sports scoping study;
- Tree survey;
- Ground conditions report; and
- Affordable Housing Statement;

Consultations

Local residents/public opinion – Given the scale of the development, the proposal has been classified as a major development. In addition, the proposal is a departure from the Development Plan. The proposal has therefore been advertised as a major development and departure from the Development Plan in the local press and site notices displayed at various locations around the application site. An extensive area of residential properties around the application site (including those within the Stockport MBC boundary) have been notified about this planning application.

Due to the submission of further information during the course of the planning application two rounds of neighbour notification and consultation with statutory consultees has been carried out.

First notification

The proposal has been advertised as a major development and of being of public interest together with being a departure to the development plan. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

Two separate notifications with local resident have been carried out. The comments from each notification are detailed below.

First Notification

A total of 96 individual objections have been received in respect of this planning application. The comments can be summarised as follows:

- The proposal will take away much needed green space in the area;
- The farm is an asset to the community;
- The proposed development will impact on ecology and destroy habitats particularly in mature trees and hedgerows;
- There will be noise and traffic from the development;
- The surrounding highway network is already congested;
- The improvements to the wider park area are not acceptable;

- The proposal will impact on availability of school places and doctors surgeries;
- The proposal will impact on air quality;
- The proposal will impact on pedestrian safety in the local area;
- Drainage in the area will be affected;
- The entrance to the development will affect the houses on Wilsthorpe Close
- The affordable homes provision within the scheme is unacceptable;
- Traffic calming should be introduced to Cringle Road;
- The inspectors decision fails to give sufficient weight to the interaction the community has with this local farm;
- There will be light pollution from the development;
- The farm should be gifted to the local community if they no longer have a use for it;
- This housing development would be out of character in this countryside/parkland setting;
- There will be increased criminal activity in the area;
- Reduction in value of existing houses;
- This will set a precedent for future housing in the area;
- This development will affect underground contamination;
- The size of the houses will mean they will be turned into HMOs

Three comments have been received from residents who neither support or object to the proposal. Their comments can be summarised as follows:

- The site is next to a nature reserve and therefore it would be expected that stronger measures would be put in place for enhancement and biodiversity net gain than that which is suggested in the ecology report.
- A sensitive lighting plan should be prepared in order to minimise the impact on bats;
- Traffic calming measures should be introduced along Cringle Road together with improvements to street lighting;
- There should be more litter bins introduced in the park area;
- It is welcomed that there are proposals to make improvements to Highfield Country Park;
- There should be a replacement facility created within the park area to mitigate against the loss of the application site, for example a new children's play area;
- Air quality is poor in the area so measures to encourage walking and cycling from the development should be introduced;
- There will be impact on local schools as a result of the development.

Second Notification

21 letters of objection have been received. The comments can be summarised as follows:

- Impact on the character of the park and loss of enjoyment;
- Impact on losing access to grazing fields and the community farm;
- Impact on local wildlife in particular bats and badgers;
- Impact on health due to more cars;
- More traffic at the junction to the A6;

- Only 6 of the homes will be affordable;
- Part of the site was funded by the National lottery to support locals with disabilities;
- Public green spaces should not be built upon;
- Cringle Road is already dangerous as a result of cars speeding up and down the road;
- The scheme underestimates the number of cars that will be on the road;
- The provision of monies to improve the park will not outweigh the harm to the area;
- The development will impact on surrounding air quality;
- The park is an important part of the community;
- The landscape character of the development will mean the development is not in keeping with the area;
- There will be disruption and noise from the development;
- The entrance to the estate will be close to neighbouring driveways at number 1 and number 2 Wilsthorpe Close and the general entrance to Wilsthorpe Close. This closeness will cause collisions. The entrance should be moved;
- There will be construction management issues and parking on Cringle Road;
- The green space should be preserved. There is an opportunity to use the farm in a much better way to educate and support the community;
- The Planning Inspector was incorrect when it says there isn't sufficient community interaction with the farm.

44 objections have been received from local school children. Notes from the children have been provided which provide evidence that the farm is largely considered as a recreational facility, specifically by the younger generation of the area that the farm is targeted at.

A local resident has also had an independent ecologist report carried out by a bat specialist. This independent report states that the report prepared by the applicant did not access the building on the site and the survey was carried out outside of the optimum survey period for bat assessment. They also state that the ecologist who carried out the report was not a bat specialist and were not regulated by CIEEM.

The independent report carried out by the local resident states that Shores Fold Community Farm is located within the study area and consists of a complex of buildings and stables. No access was possible at the time of survey. An external building survey was carried out from the site's boundary. The majority of structures consisted of breeze blocks with plaster cladding and tin roofs. Numerous gaps were noted on the structures, the majority of the gaps being where the roof meets the breeze blocks, mortar cladding and/or insulation materials (Photographs 5-9). Due to the suitable foraging and commuting habitat surrounding the survey area and gaps, the structures have moderate potential to support roosting bats. This assessment is made according to Table 4.1 from the Bat Conservation Guidelines (2016)"

It can therefore not be certain there are no bat roosts on site and that planning permission cannot be granted as the Council have a legal obligation to consider protected species and act to save them.

The Inspector report is also incorrect that it does not consider the site should properly as a recreational facility for the purposes of the policy EN10. It is evident that the land owner has mis-represented the recreational element of the farm purposefully to benefit from the sale of the land. There is evidence to support the site being highly recreational.

One comments have been received from residents who neither support or object to the proposal. Their comments can be summarised as follows:

- If planning permission is granted it is conditional on upgrading of the access to the walking/cycling path adjoining the south end which currently lacks a dropped kerb for access from Cringle Road together with minor resurfacing and improved lighting.

Cllr Basat Sheikh (Levenshulme ward Member) – Objects to the planning application. The residents have serious concerns regarding this development. The development would visually impact the adjoining Highfield Country Park and would affect access to the park along with increased traffic in the area. This is a very quiet area and the increased traffic would impact on the local neighbourhood and also on the Country Park. The mitigation offered is not satisfactory or enough to warrant building on this land.

Cllr Noor (Levenshulme ward Member) – The Highfield Park is a nature reserve. This development falls in violation of this status. The development would have a detrimental impact on the natural habitat for birds and insect life in the area.

The lack of school places for children in the ward means the schools are already under pressure. The 57 new homes on the site would put further pressure on already over stretched services and budgets.

There are also pressures on other services such as doctors and transport which are at times over stretched with current demands and lack of funding.

The development will add more to traffic congestion.

There are already high levels of air pollution and the development will increase this.

Cllr Bernard Stone (Levenshulme ward Member) – The proposed development has already been rejected by the City Council and there is no reason for it to be granted this time. There would be a great loss of amenity to the local community if this development was built. The land adjoins Highfield Country Park and the development would impact on the site – both visually and loss of access to the Park. There would be an increase in traffic in the area. It is noted that the developer is offering mitigation but this is not enough to warrant building on this land. The loss of the land far outweighs the mitigation proposals in the application.

Highway Services – The indicative layout is considered to be appropriate with all new internal access roads maintaining a 5.5 m carriageway width. This is supported by 2 metre footways to accommodate double buggies and other residents/visitors with restricted mobility.

The new layout should accommodate a 20 mph speed restriction similar to the new roads which will require a new TRO. Appropriate traffic calming features should be introduced within the new highway layout. It is also recommended that there is the introduction of traffic calming features on Cringle Road to re-enforce the 20mph limit and deter vehicle speeds.

The traffic calming to Cringle Road has been discussed in detail. It is proposed to include 2 sets of speed cushions, either side of central flat top hump in an appropriate location respective of pedestrian desire lines. Given the width of the road, 3 cushions are included per set to fully deter vehicle speeds.

The traffic calming is unlikely to create a rat run along Milford Drive as an alternative route simply to avoid the features. The introduction of traffic calming on Cringle Road will deter speeds, improve highway safety for both vehicles and pedestrians and is considered appropriate for this location.

The extent of adoption of the new access road should be clarified.

Off site highways works will be required as a result of amendments to the adopted highway which will be necessary to achieve the new vehicular access from Cringle Road and driveway accesses on Cringle Road. In order to maintain visibility and access, the new junction access should be protected by a Traffic Regulation Order (TRO) in the form of no waiting restrictions.

There will be a maximum of 31-32 two way vehicle movements in both the AM and PM peak hours to be generated by the development. The traffic impacts on the surrounding highway can be accommodated within the existing highway network.

The site is suitably accessed by sustainable modes, with regular bus and train connections provided within a walkable radius of the site.

The proposed new vehicular access is gained from Cringle Road to the south of the site which is acceptable. Visibility splays at the new junction access into the site is acceptable. The new junction should incorporate dropped kerbs and tactile paving to maintain appropriate pedestrian safety.

Swept path analysis has been provided which indicates that an 11.3 m refuse vehicle can safely access/egress the site in a forward gear, which is acceptable.

The indicative layout shows 88 car parking spaces for the scheme which equates to 154%. Given the size of some of the dwellings this level of parking would seem appropriate.

All individual driveway parking spaces should be a minimum of 3 metres by 6 metres to ensure that vehicles/pedestrians do not impact on the adopted highway. Electric car charging points should also be incorporated into the scheme.

A secure and weather proofed cycle storage should be provided for each dwelling.

All boundary treatments with frontage to the adopted highways will require visual permeability from a height of 600mm upwards in order to maintain appropriate sight lines. Vehicle gates will need to open inwards so they do not impact on the highway.

The waste collections should take place from the highway and a construction management plan should be prepared for this development together with a travel plan.

Environmental Health – Planning conditions should be imposed on any planning permission with regards to the acoustic insulation of the proposed dwellings, refuse arrangements, ground conditions and air quality.

Flood Risk Management Team – Planning conditions should be imposed on any planning permission with regards to surface water runoff and management.

Environment Agency – No objection in principle to the proposed development. Cringle Road is immediately adjacent to a known historic landfill. As the site is located above a Principal Aquifer associated with the underlying bedrock deposits.

If planning permission is to be granted conditions should be imposed in respect of ground conditions.

Neighbourhoods (Arboriculture) – The proposal will involve the removal of low quality trees with some amenity value to allow for access roads into the proposed development. The proposed layout will have little to no impact within the root protection zones of the offsite trees. There are no objections to the proposed development subject to mitigation planting to offset the loss of the onsite trees.

Greater Manchester Ecology Unit (GMEU) – There are no significant ecological constraints in respect of this site. Issues relating to nesting birds and ecological mitigation can be resolved through planning condition including no removal of vegetation during bird nesting season. There were no protected species found in the site assessment and therefore there is low risk of all species being found at this site.

The existing site consists primarily of habitats of low ecological value, with modest to high value ecological features such as trees and hedgerows potentially retained and mitigated for the outline site layout.

Improvement works to Highfield Country Park are proposed to alleviate the additional recreational pressure the development would cause, with enhancement works proposed for the existing pond. These works are welcomed but more enhancement is encouraged as part of any off site works. Given the main ecological impact is the loss of the low value grassland, the most appropriate management works would be to restore an area of grass land within the Country Park many of which have been lost to scrub and tall ruderal habitat.

It is recommended that the landscaping proposals for the development include a proportion of native tree species and bird and bat boxes in line with the recommendations of the ecology report.

Design for Security at Greater Manchester Police – The proposed development should be constructed in accordance with the submitted Crime Impact Statement

Greater Manchester Archaeology Advisory Service (GMAAS) – The report submitted within the application has been considered. The report suggests that, in order to protect archaeological interests, an archaeological watching brief should be undertaken during development ground works. GMAAS concur with this recommendation. A Written Scheme of Investigation should be approved as part of the planning conditions.

Policy

The Development Plan

The Development Plan consists of:

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

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

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

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

The proposal will have impacts on the natural environment including the loss of green infrastructure, which will affect the visual amenity and character of the area.

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

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

It is not considered that the proposal will not have a detrimental impact on the capacity of the local highway network. There are, however, opportunities to improve access to public transport in the area together with having access to adequate cycle provision.

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

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational

opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

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

A transport assessment and travel plan have been prepared in respect to this planning application. This demonstrates that there are no unacceptable impacts on the local highway network. However, there are opportunities to increase the sustainability of the scheme.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing.

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

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

The Council had previously argued that this is a green field site thereby conflicting with the provisions of policy H1. However, this has been tested at appeal where the Inspector clearly came to the conclusion that subject to suitable mitigation the principle of development would be acceptable.

Policy H4 '*East Manchester*' states in East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre.

The proposal would seek to provide new family accommodation in an area where there is demand.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

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

The proposed layout appears to be acceptable and this is covered in more detail below.

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

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

Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;

To reduce the need for energy through energy efficient features such as improved insulation and glazing;

To meet residual energy requirements through the use of low or zero carbon energy generating technologies

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

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The proposed dwellings will be appropriate standards as outlined in the environmental standards report.

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

demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

This issue was tested at appeal and whilst developing this site would result in the loss of open space the Inspector considered the principle of new homes to be acceptable subject to suitable mitigation.

Policy EN10 '*Safeguarding open space, sport and recreation facilities*' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standard. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area;
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity;
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

As noted and set out in the report this goes to the heart of the Councils earlier refusal which was tested at the appeal.

Policy EN12 '*Area priorities for open space, sport and recreation*' states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

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

The application site is of local ecological value, however, it is not considered that there will be any detrimental impact on the ecology of the site subject to suitable mitigation.

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

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

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions.

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

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

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

- Flood risk and drainage.

These matters are set out in more detail within the report.

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.

Saved Policy LL3 '*Environmental Improvements and Protection*' states that the Council will protect from development and improve the major existing areas of open land on the boundary of the area with Stockport. Priority will be given to upgrading Highfield Country Park'

Saved Policy DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

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

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that in order to support the Government's objective of significantly boosting the supply of homes, '*it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available 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.

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

Paragraph 96 states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

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

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

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

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

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122)

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

Planning decisions should ensure that developments:

a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

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

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.

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 Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

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.

Design states that where appropriate the following should be considered:

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

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

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

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

Other material policy considerations

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

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

Manchester Residential Quality Guidance (2016)

The City Council's Executive has 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's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

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

Principle of development

Within the proposals map within the development plan, the application site is allocated as an ‘*Environmental Improvement Area*’ to which saved policy LL3 of the UDP applies. This policy states:

“The Council will protect from development and improve the major existing areas of open land on the boundary of the areas with Stockport. Priority will be given to upgrading Highfield Country Park”

The purpose of the policy is to safeguard the amenity of valuable open space.

The City Council has previously argued that developing this site would be contrary to this saved policy LL3 of the UDP. The City Council also relied on Policy EN10 of the Core Strategy which seeks to retain and improve existing open spaces, sports and recreational facilities and states that proposals on such land will only be permitted in a limited range of circumstances. However, both policies in relation to this site have been tested at appeal, the decision being a material consideration in the determination of this current application.

The Inspector appointed to determine the appeal considered that the application site was grazing land that forms part of a larger site which is not accessible to the public. He concluded that the site had no value as open space or recreational land, as such only limited weight could be attached to the policies outlined above. A significant factor as noted by the Inspector is that the site had not been identified within the City Council’s 2009 open space audit (particularly as the rest of the policy LL3 allocation, which covers Highfield Country Park had been).

The Inspector noted that *‘the decision not to designate the appeal site as open space in the 2009 study leads me to conclude that only limited weight should be given to the conflict with that policy...the community farm should not be regarded as a recreational facility and that the redevelopment of the site does not give rise to any conflict with policy EN10’*

The weight was further limited as the Council could not demonstrate at that time a 5 year housing supply. Ultimately, the Inspector considered that the appeal should be determined in line with the ‘presumption in favour of development’ as outlined in paragraph 11 of the NPPF particularly sub-paragraph (d) (ii) where the tilted balance was in favour of granting planning permission as there were no adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Although matters surrounding the City Council’s land supply have improved, with the City now being able to demonstrate a five year supply, the Inspectors decision remains a material consideration particularly in relation to the status of the land being of limited recreational use.

What is clear is that the principle of developing the site has been established through the appeal decision subject to suitable mitigation and the more detailed merits of the scheme. In this regard the proposal would provide 57 new family homes in a range

of sizes in a highly accessible location. Manchester's population continues to grow and is expected to increase considerably by 2030. This and changes in household formation, requires additional housing.

The proposal would contribute to a target of providing around 2500 homes each year. It would provide larger accommodation for families. The new homes would be consistent with growth priorities and would meet the objectives of policies H1 and H3 of the Core Strategy which should be given considerable weight in the consideration of this planning application.

Importantly the proposal includes a 20% on site affordable housing provision which is fully compliant with policy.

Mitigation is being offered through a financial contribution towards enhancing and improving access to Highfield Country Park. It is considered that the proposed scheme fulfils the reason why the Inspector dismissed the appeal.

The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, EN1, EN9 and DM1.

Material planning considerations

Whilst the principle of the development is considered to have been established through the appeal decision there are, however, other detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any other unduly harmful impacts that will arise as a consequence of the development:

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

The above matters will be considered in turn below.

Affordable Housing

Policy H8 establishes that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target 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 required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

The application proposes 57 new family homes on a for sale basis. The applicant's viability report has been tested by the City Council which demonstrates in this instance the proposal can sustain a full 20% contribution to affordable housing without undermining the viability or deliverability of the scheme or the schemes ability to mitigate against other factors such as the impact on the country park.

The applicant has agreed to provide the 20% affordable housing on site on a shared ownership basis.

This is welcomed and would be secured by a legal agreement which would also ensure that a variety of property types and sizes would be made available on an affordable basis (at a price equivalent to at least 20% below local market value). These homes would be 'pepper potted' throughout the site and retained at the affordable price in the future. It is understood that the applicant is in discussion with a registered provider in respect of how the shared ownership would be provided at the site and this will be secured as part of the legal agreement.

Residential development - density/type/accommodation standards

The 57 residential units represents a development of 33 units per hectare. Policy H1 states that within the inner areas of north, east and central Manchester densities will be around 40 units per hectare. The proposed development density is therefore consistent with this element of the policy H1.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Policies H1 and H4 in particular, place emphasis on increasing the availability of family housing.

The proposal would provide the following accommodation schedule:

- 31 x 4 bedroom dwellinghouses;
- 26 x 3 bedroom dwellinghouses.

There is a broad mix of dwellings across the application site which could contribute positively to the housing mix and available standard of accommodation. A condition is recommended to secure this mix.

Visual amenity and character of the area

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the Residential Quality Guide, requires consideration be given to the layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

Access to the site would be retained from Cringle Road via a new vehicular access. The indicative layout shows that natural surveillance is provided to Cringle Road through the siting of a dwelling house fronting this road.

From Cringle Road, the new access road will create a loop road and all of the proposed new homes will fronting this road which is welcomed. There will be only one 'in and out' as part of the indicative layout. However, this represents an appropriate layout as it provides permeability and makes the most efficient use of the application site.

Car parking is shown as being accommodated within the curtilage of each plot which is welcomed. The indicative plan shows in part car parking situated at the front of each dwellinghouse which will need to be considered further at the detailed reserved matters stage to ensure that an appropriate balance is created in terms of parking, landscaping and space between properties.

Indicative details have also been provided for the scale of the dwellings which range between two stories. This is considered to be appropriate and would ensure that the dwellings complement the wider area which is dominated by two storey properties.

As noted conditions are recommended in relation to design parameters including height.



Indicative image of the dwellings

One of the key reasons for refusal of the previous application was the visual impact on the landscaped setting of the application site. The application site is situated within a landscaped setting with mature vegetation and trees. There is a built settlement to the south.

The inspector within the appeal noted that the application site landscape quality was low given it consisted of rough grazing land and poor quality structures. The Inspector also noted that there was a visual break between the application and the Country Park as a result of a mature band of trees.

In considering the harm developing the application site for new housing would have on the landscaped character of the site, the Inspector noted that the development would represent a “*substantial change to the landscape but the effects of the change would be very localised*” and noted that improvements to the landscaping within the development itself would help soften the overall effect of the new buildings.

The inspector concluded that:

“...the proposal would cause minimal harm to the landscape of the site and no harm to the landscape character of the wider area. the effect on view from a small number of viewpoints would be moderate or substantial but these would be localised and the overall harm to the visual amenity of the area would be moderate. Given the absence of any harm to landscape character and the localised visual effects, the proposal would cause no detriment to policy EN1”

Disabled access

Although the residential element is only at outline, with limited information in this regard, it is anticipated that all the dwellings will meet current building regulations to ensure the accommodation is accessible and adaptable for the house hold needs.

Tree coverage

There are 12 individual trees at the application site and 4 groups of trees. In terms of the trees quality, there are 5 category B trees (*Trees where retention is desirable*), 8 category C trees (*trees which could be retained*) and 1 category U tree (*Trees of such a condition that they cannot be realistically retained*). With regards to the group trees, there 2 category B groups and 2 category C groups.

The tree coverage is principally around the perimeter of the site and helps add to the quality of the green infrastructure and amenity value of the application site.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The need to retain trees and existing landscapes is reiterated within paragraph 2.38 of the Guide to Development in Manchester SPD which states that '*new development will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value*'

The proposed development will involve the removal of a group of trees, a Hawthorn Elder, category C group, from the frontage of the site to Cringle Road.

The remainder of the trees would be retained which includes a series trees along the northern boundary to the wider part of the Highfield Country Park would be retained. Whilst the removal of the existing green infrastructure and tree coverage from Cringle Road is regrettable, often some vegetation does have to be removed for future development to take place. Given the remainder of the tree coverage around the site will be retained, it is not considered that the tree removal alone would warrant refusal of this planning application. Appropriate mitigation will be secured as part of the landscaping proposals for the site which will include the provision of street trees.

The indicative layout shows in excess of 50 trees can be replaced at the site together with the retention of the majority of the trees at the site. These trees will be located in the front gardens and along road frontages together with provision within rear gardens particularly where it is visible from the public domain.

This mitigation will be secured by planning condition.

Landscaping and amenity space /boundary treatment

Policy DM1 of the Core Strategy requires that green infrastructure including open space (both public and private) is a key consideration in the determination of planning applications. Further detail in this regard is provided by the Guide to Development in Manchester SPD which outlines the need for high quality public realm and together with creating a sense of place and spaces having purpose.

Private rear gardens would be created for the new dwelling houses. These vary in size depending on their position within the application site. In line with paragraph 10.9 of the Guide to Development in Manchester, it is considered that the amenity spaces provided would allow the residents to enjoy useable private amenity space and the size of the spaces appear to be consistent with the character of the area. In addition, it is considered that the gardens would be functional allowing for children to play, outside storage, drying of the clothes and a place to relax.

Whilst the amount of private amenity space for each dwelling appears to be acceptable, consideration should be given at the reserved matters stage to ensure that car parking and boundary treatments are appropriately designed as part of the scheme to ensure a high quality development. In addition, incidental areas of open space would not be acceptable as such spaces prove difficult to maintain.

At this stage, the indicative information submitted does not appear to show any boundary treatment to the front of the properties.

Paragraph 2.16 of the Guide to Development in Manchester SPD states that *'the impact of site boundaries can be significant and must be taken into account and incorporated into the design of the new development...well designed new treatment such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment'*.

Paragraph 2.19 goes on to state that *'developments should have a clear edge'* with the boundary walls creating this. The guidance goes on to state that *'street design should help create the clear definition identifying public areas whilst marking and protecting private spaces'*.

The need to provide *'safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space'* is a key requirement of paragraph 69 of section 8 of the NPPF.

It is essential that provision of appropriate boundary treatment, particularly to the site frontages are agreed in the interest of visual amenity and ensuring a high quality development is created. This must include a clear provision between the public and private spaces. Therefore a condition is recommend to ensure that appropriate boundary treatment is provided.

The Inspector in the recent appeal noted that the provision of the additional homes as part of this development would bring new visitors to the park. Accordingly, without appropriate mitigation, the development would cause further deterioration to the park. As part of this planning application, further discussions have taken place with the applicant and an appropriate sum has been agreed for improvements to the Country Park. This mitigation will be secured through a legal agreement. Overall, whilst the private amenity space for the dwelling is comparable with the local context. Further consideration should be given to landscaping, site layout and boundary treatment at the reserved matters stage to ensure a high quality development.

Appropriate conditions are recommended to cover these important aspects of the scheme.

Ecology

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

The report has identified that the application site is of low ecological value. An assessment of protected species has taken place which found there to be no evidence of such species were found and therefore the impacts on habitats is considered to be low risk.

Greater Manchester Ecology Unit have assessed the ecology report and concur with the findings of the report submitted. Had the principle of the development been acceptable, it would have been necessary to condition any planning approval to avoid tree and vegetation removal during bird nesting season along with securing suitable mitigation to ensure biodiversity improvements across the application site.

The ecology report commissioned by the local resident is noted. The report states that the applicant's ecologist did not enter the site and is unified to undertake such an assessment.

The applicants ecologist undertook the first daytime bat inspection of the buildings in 2017 as well as the wider site. A follow up survey visit of the whole site was carried out in 2018. The ecologist was able to survey the exteriors and interiors of the structures through open stable doors and windows. Extensive photographs were not taken due to children using the buildings and the land immediately outside of the buildings.

The buildings are classed as having negligible bat potential, a conclusion that Greater Manchester Ecology Unit agrees with, given the type of construction, open nature and use of the buildings, plus the surveyor's expertise at assessing buildings for bats. Moreover, there has never been a record of a bat roost being present in these structures.

In respect of any anecdotal claims regarding bat activity in the area, the applicants ecologist advises that foraging and commuting over and around a site like this is not surprising, given the open land to the north. However, it is the bat roost that is protected and there is no evidence of a bat roost on the site.

The applicant has confirmed that they well aware of their responsibilities in respect of protected species and often a toolbox talk with an ecologist will take place at the outset of the development. As always, should any protected species be found on site during construction, then work on site would stop immediately and further advice taken from a licensed specialist.

The local resident's survey was also done from outside of the application site (with no access to the buildings) on a Sunday afternoon. The applicant's ecologist advises that it would be unprofessional and misleading for a licensed ecologist to assume there is potential for bats to be present from a remote survey with no access.

The impact of the development on the ecology and biodiversity of the site has been carefully considered together with an assessment of the site for protected species. No evidence of any such species was found and the site was assessed as low risk for all such species including the risk of bats roosting within the building to be demolished.

Greater Manchester Ecology Unit (GMEU) concur with the findings of the ecology assessment as did the Inspector in the recent appeal who commented that '*no protect species were found in the site assessment and an appropriate range of ecological measures could be secured through planning conditions*'.

Should there any protected species be found during the any works, then works should cease and an appropriately qualified ecologist should be brought to site to inspect the building. This is a requirement of the Habitat regulations. This should form part of an informative of the approval.

Effect of the development on the local environment and existing residents

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents together with creating places that make a positive contribution to neighbourhoods of choice by creating well designed placed. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts for consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

It is noted that there are existing residential properties to the south the site along and off Cringle Road. The application site itself, however, is immediately surrounded on all sides by the Highfield Country Park and the green open space allocated in Stockport.

Due to this relationship the proposed development would not give rise to any unacceptable impacts with regards to overlooking, overbearing/overshadowing or undue noise and disturbance.

The proposed dwellings fronting Cringle Road have the closest relationship to the existing residential properties. These would look onto the gables of properties along Wilsthorpe Close and Red Rose Crescent with a distance of 25 metres. It is not considered this would result in any unacceptable loss of amenity.

With regards to comings and goings, whilst it is inevitable residents would notice some increased comings and goings along Cringle Road, it is not considered that this will lead to any unacceptable levels of harm.

It is noted that residents are concerned about the impact of the development on local school places and GP surgeries. It is considered that the number of new homes created at this site will not be excessive and place undue pressure on local amenities and resources and will easily be absorbed into the local population.

Effect of the development on the proposed residents

a) waste management

A major residential development of this nature would generate waste which would need to be managed. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

The applicant has committed to providing the required number of bins (including those for recycling) as part of the development proposals. There is sufficient room to accommodate the bin storage area within the development plots. These can be accommodated behind the building line to minimise the visual impact of the refuse area on the street scene.

It is considered that the development would be able to suitably accommodate its waste management requirements within the curtilage of each dwellinghouse.

It is recommended that a detailed waste management strategy should be agreed at the reserved matters stage including details of an appropriate refuse storage area

b) Acoustic insulation

The application site is not located near noise sources that requires the properties to be acoustically insulated against.

Impact on the highway network/car/cycle parking

Policy SP1 of the Core Strategy states that new developments should maximise the potential of the City's infrastructure, in particular promoting walking, cycling and use of public transport. Policies T1 and T2 go on to state that there will be modal shifts away from the car and to locate new development that are accessible by walking,

cycling and public transport in line with SP1. Policy T2 also states that new developments should provide adequate car parking provision for their needs. The need to assess traffic generation and road safety is a key consideration with policy DM1.

A transport statement has been submitted which considers the sites sustainability in terms of proximity to public transport, together with an assessment of the impact of the proposal on the local highway network.

It is not considered that there will be any detrimental impacts associated with the trip generation from the application site on the adjacent highway network. In addition, the indicative layout indicates that car parking could be accommodated within the curtilage of each dwellinghouse.

The indicative road layout also indicates that servicing requirements for the development would not be an issue.

Access to the site is shown off Cringle Road. There is no objection to this in principle and the applicant has suitably demonstrated that there would be adequate visibility for vehicles entering and exiting the site. Two dwellings with driveways have been shown on the indicative layout fronting onto Cringle Road, this would need further consideration at the reserved matters stage to ensure there is no conflict with highway safety.

It is noted that residents have raised concern about the position of the access in relation to Wilsthorpe Close. Highway Services have assessed this and it is not considered there will be any conflict with highway and pedestrian safety with regards to the position of the access.

Consideration has been given to the potential impact on Cringle Road. In this instance it is considered appropriate to introduce traffic calming measures along a section of Cringle Road. Details at this stage include the provision of 2 sets of speed cushions, either side of central flat top hump in an appropriate location respective of pedestrian desire lines. Given the width of the road, 3 cushions are included per set to fully deter vehicle speeds.

Electric vehicle charging and cycle parking will be key components of the scheme and appropriate conditions will be imposed on the planning permission.

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement which requires further clarity as to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

These are matters that are capable of being conditioned as part of any planning approval.

Air quality

The main impacts during the operational phases would be from vehicle movements and servicing requirements. The impacts associated with dust and emissions can be carefully controlled through the construction management plan which would form part of the conditions of the planning approval.

There will be on site cycle parking and electric car charging points will also be secured through planning conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, which will be secured by planning conditions, it is considered that 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 will be no detrimental impact on existing air quality conditions as a result of the development.

Sustainability

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

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

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

The Code for Sustainable Homes has now been revoked. The homes will be designed so that they are energy efficient and compliant with relevant regulation. As the application is for outline only, further details will be required once the homes have been designed in detail. It is recommended that such details are obtained as part of the conditions of the planning approval.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. A condition of the planning approval shall be that the development achieves Secured by Design Accreditation.

Ground conditions

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

The initial site investigation report has been considered by Environmental Health and the Environment Agency. The site is known to have been historically used as landfill. They have recommended that further consideration be given to this matter, including preparation of a remediation strategy.

The appropriate remediation of the site will be secured through an appropriately worded planning condition.

Construction management

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

Limited information has been provided about routing but construction vehicle will use Cringe Road and connect to Stockport Road. There is unlikely to be any cumulative impact from construction activity.

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

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c)

be restricted and that a condition ne attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to remove boundary treatments as these would, it is envisaged, form an important feature in the street scene.

Conclusion

The proposal would result in the loss of a low quality landscape which has been determined to have a limited recreational value through the recent appeal decision. The provision of 57 new homes at the application site is therefore considered to be acceptable and would contribute positively to the new homes required in the City.

Provision of 20% affordable housing, provided on a shared ownership basis, will provide access to affordable home ownership at the application site together with monies to make improvements at the adjacent Highfield Country Park. These obligations will be secured by a legal agreement.

The indicative layout for the residential element demonstrates that it is possible to achieve a suitable development at the application site arranged around the new road network. The indicative scale of these properties would respond positively to the character of the area.

The proposal is not expected to create any unduly harmful impacts as a result of traffic on the local highway network. Appropriate provision for car parking can be created at the development together with electric car charging and cycle provision. Traffic calming will be provided on Cringle Road as part of the planning conditions.

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

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

Recommendation **MINDED TO APPROVE subject to the signing of a legal agreement in order to secure monies associated with mitigating and improving access to Highfield Country Park as a result of the development together with**

securing 20% on site affordable housing on a shared ownership basis.

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 appropriate mitigation for Highfield Country Park. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the affordable housing, site layout and traffic calming. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the layout, scale, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

Drawings

stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019

Supporting information

Design and access statement, crime impact statement, planning statement, transport assessment, travel plan, noise impact assessment, ground investigation

assessment, ecological report, tv reception study, flood risk/drainage assessment, air quality assessment, daylight and sunlight report and environmental standards report stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

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

4) Any application for reserved matters relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular drawings L(--)-012 stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019 and shall include:

- A maximum height of the residential dwellings 2 storeys;
- No more than 57 dwellings
- No more than 31 x 4 bedroom houses (between 107 and 124 sqm)
- No more than 26 x 3 bedroom houses (between 96-102 sqm)

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

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

- (a). A phased programme and methodology of investigation and recording to include:
 - an archaeological watching brief
- (b). A programme for post investigation assessment to include: - production of a final report on the significance of the below-ground archaeological interest.
- (c). Deposition of the final report with the Greater Manchester Historic Environment Record.
- (d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- (e). Provision for archive deposition of the report and records of the site investigation.
- (f). Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20.1 of the Unitary

Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

6) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work 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).

7) a) The development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- 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 climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- 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).

8) a) The development shall be carried out in accordance with the Geo-Environmental site assessment report (ref. 102978P1R1) stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

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

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

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

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

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o 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.

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

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

10) (a) Prior to any above ground works associated with the development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase one 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.

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

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

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

The approved scheme for phase one 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).

12) 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).

13) Prior to the first use of the development details of a hard and soft landscaping treatment (including tree planting and street trees) shall be submitted to and approved in writing by the City Council as local planning authority.

The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) Prior to the first occupation of the development, details of the siting, scale and appearance of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use 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 appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development shall be carried out in accordance with the Environmental Standards report stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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

15) (a) Prior to the first occupation of development, details of the siting, scale and appearance of the waste storage area together with a waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved waste storage and strategy shall be implemented in accordance with the approved details and be put in place prior to the occupation of the residential development within phase two and thereafter retained and maintained in situ for as long as the development remains in use.

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

16) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the first occupation of the development.

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 the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

17) 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.

18) 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 4 December 2018. The development shall only be carried out in accordance with these approved details.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

19) (a) The development hereby approved shall be carried out in accordance with the travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

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

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

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

20) Prior to the first occupation of the development, details of a secure cycle store (including capacity) for each property shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the first occupation of the development, the car parking layout shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

22) Prior to the first occupation of the development, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented as part the development and be in place prior to the first occupation of the development.

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

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages or extensions (including roof alterations); shall be erected other than those expressly authorised by this permission in relation to the residential element of this development within phase two.

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

25) 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.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted in relation to this development.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to policy DM1 of Manchester's Core Strategy and saved policy DC1 of the Unitary Development Plan for the City of Manchester.

27) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and

particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

28) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of bat and bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for bats and birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

29) Prior to the first occupation of the development hereby approved, a scheme of highway works in relation to 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:

- traffic calming measures along Cringle Road as indicated on drawing SCP/17029/SK01 stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019;
- Traffic calming within the proposed development;
- Amendments to highway along Cringle Road to form new access and driveway(s) as indicated on drawing L(--)-012 stamped as received by the City Council, as Local Planning Authority. On the 5 March 2019
- Junction protection measures to new junction and Cringle Road in association with the new access in the interest of visibility and associated highway works
- 20 mph speed limit for the new access road including associated amendments to the highway in order to facilitate this.

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

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

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: 122042/OO/2018 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.

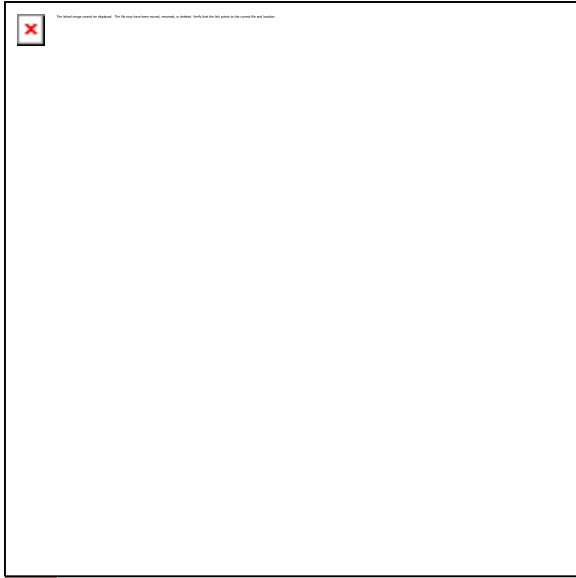
The following residents, businesses and other third parties in the area were consulted/notified on the application:


Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Stockport Metropolitan Borough Council
Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit
Highway Services
Neighbourhood Team Leader (Arboriculture)
Stockport Metropolitan Borough Council
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122945/FO/2019	25th Mar 2019	27th Jun 2019	Ardwick Ward

Proposal Erection of a 7 storey building to form 96 residential apartments (Use Class C3a) with associated car parking, amenity space, boundary treatment, landscaping and other associated works following demolition of existing buildings

Location 328-336 Stockport Road, Manchester, M13 0LE

Applicant CS Derby Ltd, 3 Hollins House, 331 Hale Road, Altringham, WA15 8SS,

Agent Leach Rhodes Walker, Ground Floor West, 50 Dearmans Place, Manchester, M3 5LH

Description

The application site measures approximately 0.31 hectares and is bounded by Stockport Road and Plymouth Grove West. The site currently comprises a three storey vacant former factory building with associated hardstanding, vegetation and trees and boundary treatment.

The building is predominately of brick construction with multi pitched slate and flat roofs. The building is in a poor state of repair with sections of roof missing together with the building having been subject to fire damage. The site is currently secured by a brick wall and chain linked fencing to Stockport Road. There are existing vehicular entrances from both Stockport Road and Plymouth Road west.



Mature trees are located around the perimeter of the application site. Abutting, but not part of the application site, to the north is number 324 Stockport Road, a part single, part two storey building. The condition of this building is also poor and is currently exposed having no roof. Windows are either lost or boarded up.

The surrounding area is characterised by a mixture of building types, sizes and uses. To the north west of the application site is a four storey residential apartment building positioned on the corner of Plymouth Grove West and Stockport Road. To the north east of the site is a three storey secondary school building and associated playfields and grounds known as the Dean Trust Ardwick School. A modern residential development lies immediately to the south of the application site which range between 2 and 3 storeys in height. Immediately to the west of the application site is a single storey Ukrainian church building with associated access off Plymouth Grove West. Beyond this is the grade II Listed Richmond Care Home and Plymouth Grove Primary School which are also access off Plymouth Grove West.

The application site is considered to be located in a sustainable location on the A6 Stockport Road corridor. This route provides regular access by bus into and out of the City Centre as well as connecting the site to other parts of the local area. There is a designated cycle path along Stockport Road which provides a safe route for cyclists. Ardwick railway station is located within 0.8 miles, Belle Vue railway station is location within 1.5 miles and Oxford Road railway station within 2 miles of the application site.

The site is also accessible to Longsight District Centres which is within walking distance of the application which provides access to shops and other services and amenities.

Due to the sites poor condition there has been a long held aspiration to see improvements that would benefit the area.

The proposal

The development proposes 96 residential apartments falling within use class C3. This would consist of 7 three bedroom townhouses, 32 one bedroom apartments and 57 two bedroom apartments.

The proposed development would occupy a prominent position on Stockport Road, located close to the footway; it would be defined by new boundary wall and railings.

The Stockport Road frontage would provide the main entrance to the building together with the separate entrances for the town houses. The vehicular access would be located off Plymouth Grove West leading to a 54 space car park (including 3 accessible bays). Electric car charging points would be provided as part of the scheme. Secure cycle parking would also be provided for 96 cycles within the ground floor of the building together with the refuse store. These would be accessed from within the car parking area and internal to the building. A further 6 external stands would be made available for visitors. A new substation for the development would be provided within the grounds of the car park close to the boundary with Richmond Care Home.



A dedicated waste store would be created on the ground floor of the building, this would provide refuse storage for the development including provision to recycle.

A landscaping scheme has been prepared for the site which includes appropriate tree replacements to mitigate against those that have been lost together with new landscaping and vegetation to Stockport Road to enhance the setting of the building

A roof terrace on the sixth floor of the building would provide communal space for residents.

Consultations

Local residents/public opinion - The proposal has been advertised as a major development, of public interest together with affecting the setting of a listed building. Site notices were displayed around the site and local residents and businesses were notified. 5 objections were received which state:

- Changes to development are required to not preclude development on the site which abuts the application, 326 Stockport Road. This should include removing windows on elevation B of the proposal, relocating the substation, retaining trees along the boundary and retaining access rights to the site. In addition, no damage should be done to 326 Stockport Road as a result of development works at the site;
- The proposal is far too much for the site and there will be issues with parking;
- The development will affect rights to light and cause overshadowing to properties on Plymouth Grove West;
- There will be a loss of privacy from overlooking into gardens;
- There will be noise and disturbance from the amount of apartments at the site;
- The site could be better used a play area for the surrounding residential area;
- The appearance of the development will ruin the area;
- The proposal will result in the overdevelopment of the site on a small plot of land;

- The development does not include amenities for residents.

Councillor Bernard Priest (Ardwick Ward Councillor) – Notes the application has been received for the old spice factory site, which has blighted Stockport Road for many years now. The proposed new development will clear the blight, but beyond that Cllr Priest feels the proposal will be in keeping with what is emerging as a revitalised street frontage together with providing much needed additional housing very close to the city centre. Cllr Priest would like his support for this application noted.

Highway Services – The necessary analysis demonstrates that the traffic generated by the development could be absorbed into the local highway network. There will be 57 car parking spaces (including three disabled) which equates to 59% provision which is considered to be appropriate for the scale, accessibility, location and nature of the development. The car spaces accord with the required size standards and a vehicle swept path analysis confirms the necessary vehicles manoeuvres can be undertaken within the car park.

A secure, internal bike store is provided within the rear of the building for 96 cycles which is 100% provision. There will also be 8 cycle spaces for visitors.

An internal bin store is being provided within the rear of the building which is acceptable to Highways and collections will take place from Plymouth Grove West.

The internal footways are sufficiently wide and are acceptable from a highway perspective.

The main pedestrian entrance access is off Stockport Road which is set back from the footway. There is an inwardly opening entrance which is acceptable from a highways perspective. A second secure pedestrian access is provided to the parking area off Stockport Road and another adjacent to the vehicles entrance off Plymouth Road West.

Ramped vehicle access with adequate visibility splay is proposed off Plymouth Grove West which will lead down to the parking at an acceptable gradient of 1:20. Final details of the entrance should be agreed.

The footways to the immediate perimeter of the site should be repaved in standard materials and the disused vehicle access off Stockport Road should be removed making a continuous footway.

A travel plan should be prepared to support this development together with agreeing details of a construction management plan.

There may be a requirement to move the existing bus shelter on Stockport Road which should be funded by the applicant.

Environmental Health - Further site investigation and a remediation strategy are required and a verification report should be submitted for consideration in respect of

ground conditions. Full details of dust emissions during earthworks and construction would be required.

The details in respect of the acoustic insulation of the property is considered to be acceptable. These should be implemented and confirmation provided through a verification report. Details of plant should be agreed as part of any planning approval. The waste management arrangements are acceptable. The details submitted in respect of air quality measures are considered to be acceptable.

Greater Manchester Ecology Unit (GMEU) – The condition of the building at the site and the surrounding habitat is considered to be poor for bat commuting and foraging. An external inspection of the building has been carried out and no bats or signs of bats were found during the inspection and the building was considered to have a negligible potential to support roosting bats. No further surveys for bats are considered necessary and works can commence with a negligible risk to roosting bats.

The trees on site have the potential to support nesting birds. No trees at the site should be removed during bird nesting season.

The proposal should include biodiversity enhancements which should include bird boxes and native tree and shrub planting.

Greater Manchester Archaeological Advisory Service (GMAAS) – The proposed development does not threaten known or suspected archaeological heritage.

Flood Risk Management Team - Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Design for Security at Greater Manchester - The development shall be carried out in accordance with the submitted crime impact statement and achieve Secured by Design status.

Policy

The Development Plan

The Development Plan consists of:

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

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

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

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

The relevant policies within the Core Strategy are as follows:

S01. Spatial Principles - sustainable development should contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by car.

S02. Economy - seeks to spread the benefits of economic growth to reduce economic, environmental and social disparities, and create inclusive sustainable communities. The scheme would provide employment space, construction jobs and housing near to employment opportunities.

S03 Housing - supports high quality housing at sustainable locations throughout the City, to address demographic needs and support economic growth. Manchester's population grew by 20% between 2001 and 2011. Economic growth requires the provision of homes for prospective workers so that they can contribute to the economy.

S05. Transport - sustainable transport networks enhance function and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need for workers and residents to travel by private car and make the most effective use of public transport facilities.

S06. Environment - the development would seek to protect and enhance 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 Development should help to create neighbourhoods where people choose to live. Well-designed places should enhance or create character, make a positive contribution to resident's health, safety and wellbeing of and consider the needs of all members of the community regardless of disability. The built and natural environment should be protected. The proposal would be highly sustainable and provide economic, commercial and residential development. It would be close to sustainable transport provision, would enhance the built and natural environment and would enhance and create character.

Policy T1 ‘Sustainable Transport’ supports the delivery of a sustainable, high quality, integrated transport system to encourage modal shift from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes and would encourage as cycling, car sharing and car clubs.

Policy T2 ‘Accessible areas of opportunity and needs’ This is a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network. It would encourage the use of sustainable forms of transport.

Policy EN1 ‘Design principles and strategic character areas’ The design and appearance of the scheme would enhance the regeneration of the area.

Policy EN2 ‘Tall Buildings’ must be of excellent design quality, appropriately located, contribute to sustainability and place making and bring regeneration benefits. They must complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development and would have a positive impact on views and the regeneration of the area.

Policy EN3 ‘Heritage’ proposals that complements and takes advantage of the distinct historic and heritage features are encouraged. These must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The impact on heritage assets is set out clearly below.

Although the site is not in a conservation area and the existing building is not listed, it is close to a grade II listed building no 9 Plymouth Grove West ‘Richmond Care Home’

The development, as noted further in the report, would not have an impact on the listed building.

Policy H1 ‘Overall Housing Provision’ the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land.

This is a relatively dense residential scheme on a previously developed site in a highly accessible location close to the City Centre and Longsight district centre. The varied accommodation sizes would meet a diverse range of housing needs and a large number of the properties would have 2 and 3 bedrooms.

Policy H5 'Central Manchester' states that this part of the City will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to Longsight district centres as part of mixed use schemes. This proposal will provide a high quality, high density scheme with 67% of the residential apartments being 2 and 3 bedroom accommodation and therefore able to accommodate families. Being located along Stockport Road and close to Longsight district centre, the application site is considered to be appropriate for a use and density of this nature.

Policy H8 'Affordable Housing' sites of 0.3 hectares and 15 units or more should contribute towards affordable housing provision. The scheme is deliverable in its current form and further information is provided below.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' developments over 1000 sqm should meet targets of the policy unless if it is viable. The function of the building would reduce energy demands and its fabric would ensure that energy costs remain low.

Policy EN9 'Green Infrastructure' development should maintain the quantity, quality and function of green infrastructure and should create and improve linkages to and between areas of green infrastructure. There is little green infrastructure at the site and which is of limited quality. The roof terrace and terrace cut outs would provide some soft landscaping provision at the site and the possibility of street trees is also being explored within the footways around the application site and/or in the immediate vicinity of the application site.

Policy EN14 'Flood Risk' surface water runoff should be minimised and a Flood Risk Assessment (FRA) is required on sites of over 0.5ha within critical drainage areas. A scheme that minimises surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation', developers should where possible enhance, restore or create new biodiversity, either on or adjacent the site and contribute to linkages between valuable or potentially valuable habitat areas. The site has little ecological value.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' the impact on the surrounding water courses including those which may be underground would be minimised.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm these findings and determine if any mitigation is required.

EN19 'Waste' proposals must be consistent with waste hierarchy principles (prevention, reduction, re-use, recycling, energy recovery, and disposal). A waste management strategy would ensure recycling principles are followed and this would form part of the conditions of the planning approval.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

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

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

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse

and car and cycle parking. The proposal also meet the City Councils space standards.

For the reasons given, and as set out in more detail below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant. The relevant policies are as follows:

Saved DC7 ‘New Housing Development’ states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC19 ‘Listed Buildings’ - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

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.

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

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

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Stockport Road is a major road route in the City. This proposal will remove the derelict buildings from the site and replace it with a development of high quality design which will provide new homes for this part of the City.

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

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

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.

The development can be appropriately deal with matters relating to noise. An appropriate ventilation and acoustic system has been development which ensures that the residential accommodation will not be affected by surrounding road noise or noise transfer between apartments.

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

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.

The proposed development has an appropriate level of car parking given the location. The application site is well connected to other forms of transport and a travel plan shall be prepared in support of the proposal.

Other material policy considerations

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The proposal complies with the guidance contained within the SPD in particular how the proposal addresses Stockport Road with a building of an appropriate scale. High quality architecture and boundary treatment will ensure that the proposal sits appropriately within its context and is safe and secure.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive endorsed the Manchester Residential Quality Guidance which it 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.

The proposal contributes positively to place making in Manchester with a high quality development. The proposal will provide new homes within a high quality building with landscaping, boundary treatment and amenity provision. The apartments meet the space standards outlined within this document.

Manchester’s Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that *‘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'

There are four objectives in order to achieve this vision:

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

The proposal will provide enhanced landscaping to the site in the form of new tree planting and shrubs. In addition, there will be a new landscaped roof terrace which will also provide have vegetation which will provide for biodiversity improvements. There will be a modest loss of existing tree planting at the site. However, this is considered to be outweighed by the wider benefits of the scheme and the appropriate mitigation secured.

Other legislative requirements

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

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

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

Section 149 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 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.

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

Principle of the proposal and the schemes contribution to regeneration and housing growth

The application sites contribution to the local area is currently poor given the dilapidated condition of the existing building on the site. The opportunity to redevelop the site is therefore welcomed, particularly as the development would provide new homes along a major road corridor in the City. The redevelopment of the site would also complement the wider regeneration activity in the area which has seen the construction of a new secondary school together with new and refurbished homes. (is there a new community hub also proposed?)

This proposal would provide 96 new homes at the site with over 60% of the units being larger accommodation providing opportunities for families. The development would be located on a brownfield site in close proximity to Longsight District Centre together, enjoying the benefit of being located along a main road corridor into the City Centre. A development of this nature and of the scale and massing proposed is considered entirely appropriate for the site, subject to other considerations detailed below, reflecting the density requirements outlined in policy H1 and H5.

The sites position on Stockport Road also means the site is sustainable and well connected which would help reduce travel distances to employment, educational and recreational opportunities.

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The new homes provided as part of this development would contribute positively towards the city's overall demand for new housing

In addition, the development would create jobs and support the needs of a skilled workforce through the construction phase. This would be secured through a local labour agreement as part of the agreed planning conditions.

It is considered that in principles development would be consistent with the National Planning Policy Framework, and Core Strategy policies SP1, H1, H5, SP1, EN1 and DM1. Detailed considerations of the potential impact of the development are considered below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable; 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.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 96 residential apartments. The applicant has not confirmed at this stage if the homes would be available to buy or rent. However, they have prepared their viability report on the basis that the new homes would be available for purchase on the open market.

The current condition of the application site contributes negatively to the local area and presents a poor frontage to Stockport Road, one of the City's key road routes. This proposal would as noted provides an opportunity to remove the current dilapidated building from the site and see it developed for new homes; contributing positively to housing growth in this part of the City. The proposal would be a high quality development in terms of the accommodation provided and would comply with the space standards within the Residential Quality Guidance; in addition it would provide accommodation suitable for families.

The applicant has prepared a viability report, which is publicly available, as part of the planning application. The report has been independently assessed on behalf of the Council.

This indicates that the development is viable in its current form and could withstand a commuted sum contribution of £30,000 towards off site affordable housing in the City.

In coming to this conclusion, the benchmark land value of the development was agreed at £400,000 together with build costs of £130 per sqft are within the range expected based on comparable evidence. The total costs would be £14,214,583 with a profit on cost of 20%.

The provision would be secured via a legal agreement.

Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution beyond the 1.2%, there would be provisions incorporated to allow the viability to be re-tested to secure an additional contribution should this be viable.

Impact of the historic environment and cultural heritage

The application site building is not listed and not in a conservation area. It is not considered that the building has any local value and this has not been raised as part of the consultation process.

As noted previously, the building on site is in a very poor condition, given its dilapidated state, and does not contribute positively to the surrounding area, particularly its prominent road frontage to Stockport Road.

However, the application site is located in close proximity to 9 Plymouth Grove West which is a grade II listed building. The property was formally a grand residential property that was more recently used as a Ukrainian Club and currently a residential care home known as Richmond House.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' is paid when taking decisions affecting listed buildings and their settings.

The significance of the building lies predominately in its exterior together with any retained interior fabric. It is noted that there have been a number of extension and alterations to the property which have principally taken place at the rear.

The list description describes the properties features in particular its red brick façade on stone plinth with its slate roof. It also notes the double depth and double fronted façade of the property, its window design sill bands and moulded gutter cornice. The front entrance to the property is also noteworthy with its columns, entablature and cornice.

The development of the site would be seen in the same context as the listed building particularly in relation to views from Plymouth Grove West. As detailed above, the significance of the listed building is derived from its exterior and interior feature with the most highly decorative external features being found on the front elevation.

The removal of the vacant and depilated building from the application site and its redevelopment with the high quality development proposed would have a positive

contribution to overall setting of the listed building; its setting would remain clearly legible in the street scene and its exterior features visible;

Although a car park would be located closest to the listed building this would, in itself, have no impact. In addition, this would provide degree of separation between the listed building and the tallest element of this development.

New boundary treatment, landscaping and trees would form a new boundary with the curtilage of the listed building to enhance its setting.

Overall it is considered that the proposed development would not have a negative impact on the setting of the listed building. The setting and significance of the listed building would be preserved.

Impact on Archaeology

Greater Manchester Archaeology Unit have considered the potential of the application site for below ground archaeology and do not consider in this instance that the development poses any risks in this regard.

Layout, scale, external appearance and visual amenity

The layout of the development seeks to take advantage of the frontage with Stockport Road with the majority of the built form being positioned parallel to the road. A shorter block extends perpendicular to this linear block to create a 'T' shape building. The car parking for the development would be located discretely from view at the rear of the building, accessed off Plymouth Grove West via a ramp to respond to the level changes across the site.

The ground floor would comprise both residential accommodation and essential communal spaces. Two storey 'townhouses' would be located along Stockport Road having their own private entrances from the street; each would have a defined and secure boundary treatment. The ground floor of the building would also provide the secure cycle and refuse store.

The main entrance to the remainder of the apartments in the building would be via a dedicated entrance directly off Stockport Road leading to a residents/visitor reception lobby. This would also provide lift and stair access to the upper levels of the building.

A further two pedestrian access points would be created at either end of the linear block from Stockport Road which allows for secure (key fobbed) access to the rear of the building and car parking area.

The upper floors of the building would consist of the residential accommodation. The perpendicular element of the building begins at the first floor with car parking underneath in order to maximise the area for parked vehicles. This element of the building extends to five storeys and then begins to cut back in order to minimise the height and massing of the building relative to surrounding church building and care home.

At the sixth floor of the main block to Stockport Road, the building also cuts back in order to minimise the height and scale of the building to respond to the street scene. A roof terrace at this upper level would provide communal amenity space for residents.

The surrounding area has a variety of building heights and designs. The immediate context to the application site are two storey residential properties (342-370 Stockport Road) bookended by a three storey property with mono pitched roof located adjacent to the application site.

The proposed building would be situated on the boundary with 324 Stockport Road, there would be a gap of 5.5 metres between this property and the proposed development. The proposed building would be four storeys at this point with pitched roofs helping to provide a transition in scale from the existing two/three storey dwellings.

The gap between 342 Stockport Road and the proposed development, together with the scale of the proposed building and its orientation, means that there are no overbearing or overshadowing impacts on this property.

The proposed building then rises to seven storeys which marks the highest point of the building and the main focal point. This element of the building gives the development presence along Stockport Road. This higher element is a slender and linear element to the building and not imposing. The building height then begins to drop down to six and five storeys, together with a setting back of the sixth floor, thereby altering the massing of the building to respond appropriately to the buildings along Plymouth Grove West.



Proposed building in context with other developments in the street scene

The five storey element, whilst sitting higher than the four storey apartment building at 300 Stockport Road, is considered appropriate in the street scene representing a gradual change in scale.

Overall, the scale and proportions of the buildings frontage to Stockport Road is appropriate. The building has presence and the changes in its height and massing helps respond appropriately to the variety of other building heights in the immediate street scene.

The scale, height and massing of the rear of the building has been treated differently to respond to the lower scaled buildings along Plymouth Grove West and Plymouth Avenue. The five storey element of the building wraps around to the Plymouth Grove West frontage with the setback to the seventh/sixth floor being used as the roof terrace. The rear element of the block, which runs perpendicular to the main block, is staggered in height between 3, 4 and 5 storeys before rising again to 7 storeys. This helps minimise the impact of the extension on surrounding buildings along Plymouth Grove West and Plymouth Avenue.

The portions of the building when viewed from Plymouth Grove West appear similar to the care home building and Plymouth Grove Primary School. As such, it is considered that the development appears comfortable in this context. In addition, the car parking area provides a visual gap between the proposed building and site boundaries and surrounding developments which minimises any overbearing impacts.

Although it is acknowledged the proposal would be visible from the two storey domestic properties along Plymouth Avenue, the car parking area again provides a visual break between the two. There is between 23.8 and 25.6 metres between 25, 27 and 29 Plymouth Grove who would have the most direct of the rear element of the building. The building is five storeys at this point before stepping up. The scale, massing and distances detailed above will ensure that there is no overbearing impacts on these properties and minimise any over shadowing.

The appearance of the building has sought to reflect the characteristics and materiality found elsewhere in the street scene. The building would be of brick construction with subtle change in colour to respond to the different elements and scales of the building.

The four storey element to Stockport Road (adjacent to 342) is of a red brick and pitched roofs to complement the adjacent domestic properties. The seven storey element is finished in a contrasting buff brick as is the sixth floor of the main block. The remainder of the Stockport Road and rear elevations revert back to the red brick to complement the nearby apartment building, care home and school building found locally.

Vertical metal panels and glazing are used between the three different elements along Stockport Road which assist with the transition in scale. Vertical aluminium window frames, set within deep reveals, are used throughout the building and provide a well detailed pattern/frame to the facades. This arrangement helps to break up the extent of brick work to the facades together with providing a well detailed finish to the exterior of the building.

The lower two levels of the building form a podium which is defined by full height glazing which maximises the amount of glazing onto Stockport Road which provides an active frontage and natural surveillance. The glazing is set back from the brick piers which provides interest to the elevation.

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture. The scale of the building is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval would ensure that the materials are devised and undertaken to the highest standard.

Trees

There are 8 individual trees (2 category A trees '*trees of high quality and value*', 5 category B trees '*trees of moderate value*' and 1 category C tree '*trees of low quality*') together with one group street (category C) and a hedge which has been judged to have no amenity value. The trees and vegetation is located in or on the boundary with adjacent land and therefore deemed to be affected by the development.

In order to facilitate the development, the proposal would require the removal of 3 individual trees (all category B trees). One of the trees is located in the position of the new vehicular entrance and the other two are on the boundary with 324

Stockport Road. The group of trees and a hedge are located in the south western corner of the application site.

New developments should wherever possible maintain existing green infrastructure. Policy EN9 supports the view that should the benefits of a proposal outweigh the loss of green infrastructure, the developer should demonstrate how this would be mitigated in terms of quantity, quality, function and future management.

The individual trees to be lost are of moderate value and their position in the application site means their contribution to the street scene is limited. There would also be a loss vegetation as a result of the hedge and group of trees to be removed from the south western corner. Again, their position in the site together with their quality means that their overall contribution to the local area is currently negligible. However, it is noted that they do provide an element of screening for the adjacent church building and the properties on Plymouth Avenue.

In this instance it is considered the overall benefits of the scheme, which include the removal of a poor quality building from Stockport Road and the replacement with a high quality development providing new homes, outweighs the minor loss of green infrastructure at the site.

This is subject, however, to new planting to and it is noted a comprehensive landscaping scheme is proposed as part of the development. This would I see the planting of 13 new semi-mature trees at the site together with shrub planting and other vegetation. In particular, the tree planting would be concentrated around the perimeter of the rear of the site providing screening to the boundaries with the properties located on Plymouth Avenue, the care home and church building.

It is also proposed that the potential for new street trees is further explored and this is set out in a condition.

Impact on Ecology

An ecological appraisal, including a bat inspection, concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats. The Greater Manchester Ecology Unit concur with the findings. An informative would highlight that should bats be found during the works, they should cease until a suitably qualified individual has inspected the site. In addition, in order to avoid any impacts of nesting birds, there should be no vegetation clearance during bird nesting season.

The provision of the proposed roof garden, tree and vegetation planting would help enhance and mitigate against the loss of green infrastructure together with the associated biodiversity benefits. As part of this it is also recommended that new bird boxes are incorporated into the scheme to provide new habitats.

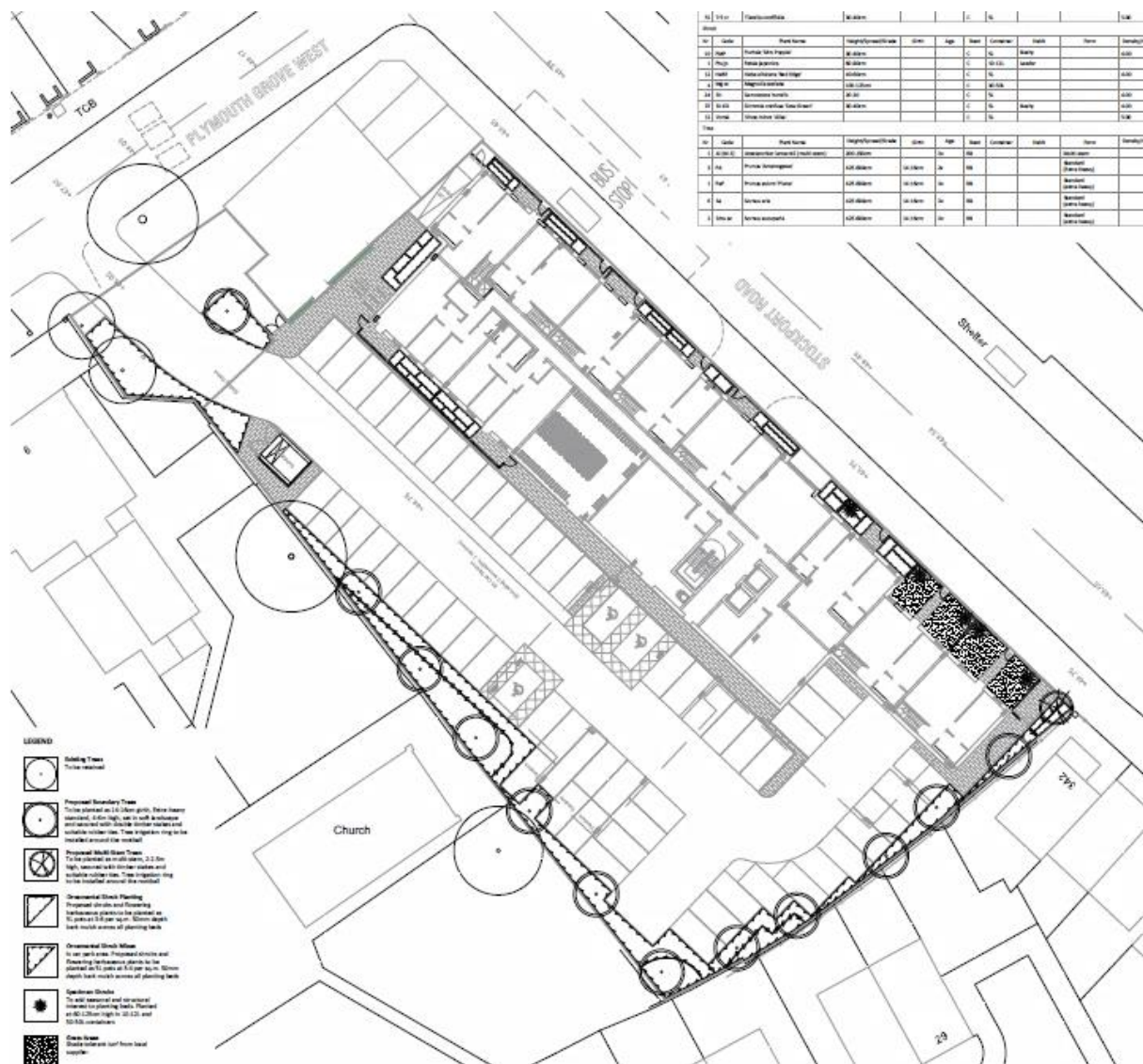
Amenity space, landscaping and boundary treatment

Future occupants would have access to a roof terrace area providing communal amenity space for the development.

To support the development further and its impact on local recreational amenities in the area, appropriate mitigation is being proposed. This would be in the form of a commuted sum secured as part of this development via a legal agreement and will be used to improve facilities at Coverdale and Newbank Community Centre

To provide for an appropriate setting to the new building a comprehensive hard and soft landscaping scheme would be developed for the site. This would see new trees planted along the boundary with the care home, church and properties located on Plymouth Avenue. This would provide a mature setting to the site and provide screening.

New shrub and ornamental planting would also form the backdrop to the boundary treatment along Stockport Road.



Proposed planting plan

New boundary treatment forming a key feature of the proposal would exist with a 900 mm low wall and 300 mm railings to the boundary to Stockport Road. As detailed above, ornamental planting would form the back drop to these boundaries. The

material used to form the boundary wall would complement those used on the main building.



Boundary treatment to Stockport Road

The vehicular access to Plymouth Grove West would be defined by a 1.8 m high metal sliding gate and pedestrian gate. This would be a high quality finish to the entrance whilst also providing views into the site and natural surveillance from the street scene.



Final details of the landscaping and boundary treatment would be agreed as part of the planning conditions.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

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

Daylight and sunlight

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 properties which were assessed are as follows:

- 342 Stockport Road (Residential) South east
- 9 Plymouth Grove West (Care home) West
- 23 Plymouth Avenue (Residential) South
- 25 Plymouth Avenue (Residential) South
- 27 Plymouth Avenue (Residential) South
- 29 Plymouth Avenue (Residential) South



Location of properties considered as part of the daylight and sunlight assessment

In determining the impact of the development on available daylight and sunlight, consideration should also 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).

Indeed, the BRE guidance, whilst widely used, is a methodology based on suburban locations. As such, in more densely developed urban locations and urban areas such as the application site, the application of the BRE guidelines should be applied in a flexible way as required by the Framework.

A summary of the impacts is detailed below:

342 Stockport Road (Residential) South east

The assessment demonstrates that all of the windows and rooms in this property would meet VSC and NSL daylight targets together with APSH sunlight targets.

9 Plymouth Grove West (Care home) West

The assessment considered 16 windows within the property which all met the VSC daylight target. There were 13 rooms which were assessed against the NSL daylight target and two rooms did not meet the NSL daylight distribution targets. However, the windows concerned would continue to receive a direct view of the sky to 50% of their rooms which is considered to be a good level of daylight.

In terms of sunlight, there are no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

23 Plymouth Avenue (Residential) South

The assessment demonstrates that all 6 windows assessed for VSC met the daylight targets. There were 3 rooms assessed against the NSL daylight targets and these also met the targets.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

25 Plymouth Avenue (Residential) South

The assessment demonstrates that 4 out of 6 windows assessed for VSC met the daylight targets together with 2 out of 3 rooms meeting the NSL daylight target. The windows which do not meet the targets serve the ground floor living rooms. When the VSC results are considered to the room as a whole, it would achieve 26.7% VSC against a target of 27%. Given the result is so marginal the overall impact is considered to be negligible.

The other rooms which do not meet the NSL daylight distribution relate to first floor bedroom. When considered against the BRE guidance which states that bedrooms have a lesser requirement for daylight, it is considered that the impacts of the development fall within acceptable limits and is not considered to be unduly harm to the amenity of this property.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

27 Plymouth Avenue (Residential) South

The assessment shows that the 5 windows in this property would not meet the VSC daylight targets together with the 3 rooms analysed within regards to NSL daylight targets.

However, it is noted that all the windows would have a VSC in excess of 20% with the proposed development constructed. This would ensure that a good level of daylight is retained in the property and therefore falls within tolerable levels given the flexible approach required by the Framework.

In terms of the 2 rooms which do not meet the NSL daylight distribution, one is located on the first floor and is a bedroom. Given the lesser requirements for daylight than other habitable rooms, the impact is not considered to be unduly harmful. The ground floor kitchen is the other room that would be affected. The kitchen would still retain a direct view of the sky to 70% of its area which is considered to be good and within acceptable limits.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

29 Plymouth Avenue (Residential) South

The assessment shows that out of the 6 windows assessed for VSC daylight targets, one window meets the targets. In addition, none of the 3 rooms assessed meet the NSL daylight targets.

However, it should be noted that all of the windows assessed will have a VSC in excess of 19% which is a good level of daylight for this urban context and will therefore not be unduly harmful on this property.

In terms of the 3 rooms which do not meet the NSL daylight distribution, two are bedrooms located on the first floor. As already noted given the lesser requirements for daylight than other habitable rooms, the impact is not considered to be unduly harmful. The ground floor kitchen is the other room that will be affected. The kitchen would still retain a direct view of the sky to 78% of its area, with the target being 80%, which is considered to be good and within acceptable limits.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

The conclusions of the daylight and sunlight assessment demonstrate that the development would have an impact but not one that is unacceptable on the surrounding residential properties. The assessment shows that all of the surrounding properties would generally retain an acceptable level of daylight and sunlight.

The properties which are most affected by the development are those located on Plymouth Avenue. These properties would experience a minor to moderate impact on their residential amenity as a result of the development. However, the impacts are considered to be within tolerable levels and are not considered to be unduly harmful and should be considered in light of the flexible approach outlined in the NPPF when considering such matters.

Overlooking

The following privacy distances would exist between the development and surrounding properties:

- 342 Stockport Road (Residential) South east – 5.5 metres;
- 9 Plymouth Grove West (Care home) West – between 28 and 29 metres;

- 23 Plymouth Avenue (Residential) South – between 22.1 and 22.8 metres;
- 25 Plymouth Avenue (Residential) South - between 22.1 and 23 metres
- 27 Plymouth Avenue (Residential) South – 25.6 metres
- 29 Plymouth Avenue (Residential) South (oblique view)

The above privacy distances are reflected in the image below.



It is considered that the privacy distances outlined above are acceptable. In order to minimise incidences of overlooking (and to not preclude the development of 324 Stockport Road) where the development is close to site boundaries i.e. the north, west and south gables of the building, there would be no windows. There would be windows on the rear elevation of the linear block which are in close proximity to 27 and 29 Plymouth Avenue, however, the views are considered to be oblique and therefore would not give rise to any loss of privacy which would be unduly harmful.

It is noted that the distance between the proposed development and the Ukraine church building is only 9.3 metres, it is not considered that any harm to this property would arise given it is a place of worship (and therefore has no habitable accommodation) together with there being no windows in elevation close to the boundary.

(b) TV reception

A TV reception survey has been undertaken given the scale of the development. The development has the potential to cause interference to aerials within approximately 500 metres of the application site which could reduce the terrestrial television reception quality. For signals beyond this, properties are unlikely to experience and noticeable impacts.

Notwithstanding that some properties may experience some interference as a result of the development, it is considered that appropriate mitigation could be put in place in the form of a satellite dish or cable television. In order to determine whether this is necessary, it is recommended that as part of the conditions of the planning approval, a post construction review of the impacts of the development on television reception is undertaken.

(c) Air Quality

The application site is partially located within Manchester's Air Quality Management Area (AQMA). The area has been designated on the basis of known areas where air quality conditions poor as a result of vehicular emissions.

An air quality report has been prepared in support of the application which considered the construction and operations phases, in particular the traffic and dust generated during this phases and the potential to impact on the air quality within the AQMA.

The conclusions of the report state that the air quality during the construction phase could be minimised though good practices for the duration of the works, this includes adequate dust suppression methods, coordinated deliveries and not leaving vehicles and plant running unnecessarily. Such measures would form part of an agreed construction management plan forming part of the conditions of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The main impacts during the operational phases would be from vehicles and servicing requirements. The applicant has taken a balanced approach to onsite parking given the close proximity to public transport. There would be 59% car parking for the development meaning that not all residents would have access to a car parking space. Robust travelling planning in order to take advantage of the adjacent bus and cycle corridor is essential. There would be 96 cycle spaces within a secure cycle store together with visitor cycle spaces. In addition, 6 of the car parking spaces would be adapted for electric car charging.

A mechanical ventilation system for the Stockport Road elevation would ensure that air intake into these apartments would be fresh and free from pollutants. Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from Stockport Road and other nearby roads.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments would be from traffic. In order to achieve required internal noise levels within the apartments, the noise assessment specifies a specific glazing and the use of a mechanical ventilation system for the apartment windows which face onto Stockport Road. Elsewhere, trickle ventilators in the window frames will be appropriate.

Environmental Health have determined that this is appropriate and should form part of a condition of the planning approval. It has also been recommended that prior to the occupation of the development a verification report should be provided to ensure that the internal noise levels are achieved. This should form part of the conditions of the planning approval.

The operating hours of the roof terrace should be agreed in order to minimise impacts on surrounding residential amenity.

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 apartments have been designed to accommodate refuse storage including allowing for waste to be segregated for recycling. The main refuse store would be located on the ground floor of the premises. Residents would have access to a refuse chute in a store located on each floor of the building. Each refuse store is located adjacent to the lift and stair core which runs the entire building terminating at the ground floor main refuse store.

The main refuse store will contain:

- 10 x 1100 litre general refuse bins
- 5 x 1100 litre pulable bins
- 5 x 1100 litre co-mingled bins

Residents would also be eligible for a 5 litre caddy for organic material.

On collection day, the management company for the development would collect the 1100litre euro bins and move them to the collection point on Plymouth Grove West. Once the bins have been emptied, they would be move back to the refuse store.

The waste management arrangements for the development have been considered by Environmental Health and are considered appropriate. Compliance with these details should form part of the conditions of the planning approval.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards to allow adequate circulation space. There would be parking space for disabled people which is located close to the rear entrance to the building and the lift to the upper floors which would ensure the entire development is accessible and inclusive.

Flood Risk/surface drainage

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

A drainage statement has been considered by the City Council's flood risk management team who require further consideration of how the drainage systems would work to prevent surface water run off along with an examination of the implementation of sustainable urban drainage principles along with their future management.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

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

A transport statement has been prepared to support the proposal. This notes the sustainable location of the application site along the Stockport Road corridor which allows easy access via bus into the City Centre and within the local area. There is also a cycle route along Stockport Road which allows safer route for cyclists.

Traffic analysis undertaken within the transport assessment demonstrates that the traffic generated by the development could be easily absorbed into the capacity of the local highway network. Highway Services concur with this conclusion.

The development would provide a 57 space car park (three spaces of which will be designed for disabled users) at the rear of the building with vehicular access off Plymouth Grove West. This would equate to 59% provision for the development which is considered appropriate for this location given the close proximity to the local bus corridor and the accessibility this provides to the City Centre and surrounding areas such as Longsight district centre. Six electric car charging points would also be provided at the development, details of which will be secured by planning condition.

The applicant has demonstrated that the appropriate and safe manoeuvres can occur from the vehicular access.

The development would also be supported by 100% cycle parking within a secure store within the ground floor of the building. Visitors are also catered for and a further six stands provided within the hard landscaping within the car parking area. Mobility scooters could be parked in safe and secure areas in the car park.

The development would also be supported by a robust travel plan; this would support the ongoing travel needs of residents. A condition should ensure the travel plan is monitored.

An offsite highways condition is required to ensure that all redundant footways are re-instated around the perimeter of the application together with the modifications that are required to the highway to facilitate the means of access from Plymouth Grove West.

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 GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved.

Ground conditions

A ground conditions report provides existing conditions and further details are required about a risk assessment and remediation strategy. The implementation of the agreed remediation strategy should be confirmed through a verification report. This should form a condition to comply with policy EN18 of the Core Strategy.

Comments on the application

Issues raised as part of the neighbour notification have been addressed in the report.

In addition, changes to the proposal building have been made during the course of this application to minimise incidences of overlooking and to not preclude the redevelopment of the adjacent site at 326 Stockport Road. Blank gables have been introduced to the ends of the linear block and to the rear elevation of the rear element. Whilst the elevations are blank modelling has been incorporated into the brick work to provide interest.

The position of the substation has been altered and is now incorporated into the car parking area of the development.

Matters of daylight and sunlight have been considered and set out in detail in the report.

The application site is considered to be well connected due to its position along Stockport Road which means residents can take advantage of the bus and cycle corridor together with services and amenities in Longsight District Centre.

Construction management

The proposal would involve demolition of the existing building at the site together with earth works. This would take place in close proximity to the existing homes to the major road route of Stockport Road.

Notwithstanding this, the impacts from the construction process would be short in duration and predictable. Appropriate dust suppression measures and noise controls together with details of the routing and management of construction vehicles would minimise any disturbance to local residents and impacts on air quality and noise.

A condition of the planning approval should be to agree a construction management plan to include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

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.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies would be used and would comply with part L (2010).

The overall energy performance would be satisfactory with an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development complies with the spirit of the Core Strategy with high quality building fabric and systems. The energy standards should be a condition of any approval.

Permitted Development

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote homes that are suitable for families.

Legal Agreement

It is recommended the proposal be subject to a legal agreement under section 106 of the Planning Act to secure an upfront commuted sum payment for offsite affordable housing together with a mechanism to re-test the viability should there be a delay in

the implementation of the planning permission and a further review prior to the occupation of the development as explained in the paragraph with the heading 'Affordable Housing'. In addition, the agreement would secure a commuted sum for the provision of recreational and amenity improvements at Coverdale and Newbank Community Centre

Conclusion

The proposal would have a positive impact on the local area by the removal of a dilapidated building which would allow for the redevelopment of the site to contribute to the supply of high quality housing in the area.

The site would be redeveloped with a building which has been designed to the highest quality which would in turn make a positive contribution to the Stockport Road frontage and local area through its materiality, elevational treatment and the manner in which the proposed building addresses street frontages. This is a key requirement of saved policy E3.3 of the UDP.

It is acknowledged that this is a development of different scale to the building in situ, however, the careful design, height and massing of the building would ensure that there are no harmful impacts to surrounding residential amenity. There would be some minor localised impacts in terms of daylight but these are not considered unduly harmful in this context.

The proposal would provide for car parking, cycle and waste needs together with providing new tree planting, landscaping and boundary treatment to ensure the building is appropriate in this context.

Overall, this is a welcomed development. The scheme is well designed to respond to its immediate and wider context. It would deliver a range of benefits including new homes and landscaping improved.

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

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

Recommendation **MINDED TO APPROVE subject to the signing of a section 106 agreement for a commuted sum for off site affordable housing and recreational and amenity improvements at Coverdale and Newbank Community Centre**

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

7891-L-(00)04G, 7891-L-(00)05G, 7891-L-(00)06G, 7891-L-(00)07G, 7891-L-(00)08G, 7891-L-(00)09G, 7891-L-(00)10A, 7891-L-(00)14B, 7891-L-(00)15A, 7891-L-(00)16A, 7891-L-(00)17A, 7891-L-(00)18A, 7891-L-(00)19A, 7891-L-(00)20A, 7891-L-(00)43, 7891-L-(00)47, 7891-L-(00)48, 7891-L-(00)49, 7891-L-(00)50, 7891-L-(00)30A, 7891-L-(00)11E, 7891-L-(00)31A and 7891-L-(00)26A stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019

7891-L-(00)44A, 7891-L-(00)45A and 7891-L-(00)46A stamped as received by the City Council, as Local Planning Authority, on the 3 June 2019

Supporting information

Design and access statement, crime impact statement, planning statement, transport assessment, travel plan, noise impact assessment, ground investigation assessment, ecological report, tv reception study, flood risk/drainage assessment, air quality assessment, daylight and sunlight report and environmental standards report stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

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

3) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work 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).

4) Notwithstanding the detailed drainage strategy prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with the appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Construction details of flow control and SuDS elements.

(b) The phase 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).

5) Notwithstanding the preliminary risk assessment prepared by BEK Geo-Environmental Consulting Engineers (reference BEK-18469-1) stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Site investigation and risk assessment report;
- Remediation strategy.

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

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

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

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

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

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

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

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). 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.

8) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works 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).

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

For the avoidance of doubt this shall include:

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

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

11) 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.

12) (a) Prior to the first occupation of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) Notwithstanding drawings 7891-L(00)43, 7891-L(00)48, 78910L(00)49 and 7891-L(00)50 stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019, prior to the first occupation of the development, details of the siting, scale and appearance (including samples of materials) of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented 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 appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement prepared by Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

15) Notwithstanding the noise and vibration report stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

16) The acoustic insulation of the development hereby approved shall be carried out in accordance with the noise impact assessment (ref. 26196/NIA1 (Rev 2)) prepared by Hann Tucker Associates stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

Prior to the first occupation of the residential element a post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter shall be retained and maintained in situ.

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

17) The development hereby approved shall be carried out in accordance with site waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019 and ground floor plan 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019. The details shall be implemented prior to the first occupation of both the residential and commercial elements of the development and thereafter retained and maintained in situ.

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.

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

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

19) 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.

20) Prior to the first use of the communal roof terrace as indicated on drawing 7891-L(00)09G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019, the opening hours for the terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terrace shall then operate in accordance with the approved hours.

Reason – In the interest of 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).

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) The development shall be carried out in accordance with the interim travel plan prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

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 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).

23) Prior to the first occupation of the development, the provision of 96 cycle spaces, as indicated on drawing 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019 shall be implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

24) Prior to the first occupation of the development hereby approved, the car parking layout, as indicated on drawing 7891-L(00)04G stamped as received by the City

Council, as Local Planning Authority, on the 22 May 2019 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

25) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to 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 improvement and reinstatement works around the perimeter of the application site;
- Creation of the new vehicular access from Plymouth Grove West.

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

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) and in accordance with the New Cross Public Realm Strategy.

26) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

27) Prior to the first occupation of the development details of the provision of 6 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, within the car parking area as shown on drawing 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019. The approved details shall be implemented prior to

the first occupation of the development and thereafter made available and retained for as long as the development is in use.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

29) Prior to the first occupation development 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).

30) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

Informatives

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

- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

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: 122945/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

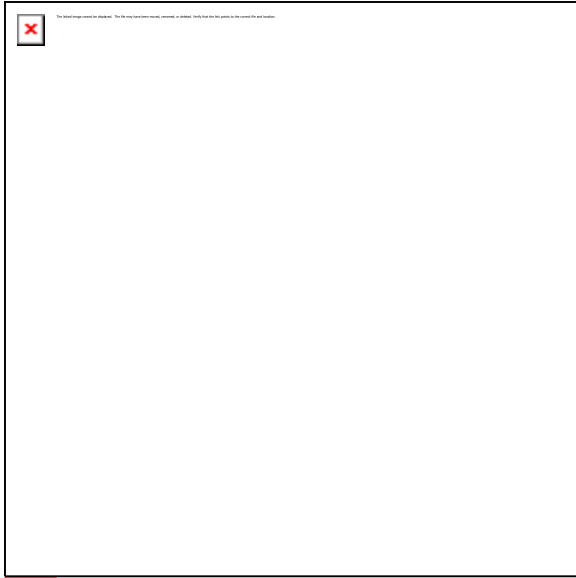
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Transport For Greater Manchester
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.

Representations were received from the following third parties:

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



Application site boundary Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123261/FO/2019	10th Apr 2019	27th Jun 2019	Hulme Ward

Proposal Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work

Location Land Bounded By Arundel Street, Ellesmere Street, The A57 (M) Inner Ring Road (Mancunian Way) And Worsley Street, Manchester

Applicant Logik Developments (Arundel Street) Ltd, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

Background

An application for the erection the erection of 35 storey residential building and a 10 storey residential building, with ground floor commercial units together with the change of use of the former DOT Building to form a mixed use residential and commercial building for 386 residential apartments and other ancillary works for the site was refused by the Planning and Highways Committee on the 18 October 2018 for the following reason:

“The erection of a 35 storey tower and 10 storey building would, by virtue of its siting, scale and appearance result in a form of development that would be overly dominate and would harm the form, character and setting of the Castlefield Conservation Area and the setting of the adjacent Grade II listed former St George's Church”*

This application e proposal which is the subject to this planning application are significantly different to those previously presented. The key changes are as follows:

- Tower element (building 2) has been reduced from 35 storeys to 23 storeys to minimise the impact on the listed building and the adjacent residential properties;
- Change in material and composition of the tower element from a linear glass tower to a simple brick frame with punched window reveals to respond to the characteristics of the conservation area.
- Reduction in the height of building 1 from 10 storeys to 8/9 storeys;
- Increased active frontages to Worsley Street, Arundel Street and Ellesmere Street with commercial frontages;
- Worsley Street will benefit from enhanced public realm improvement including street trees and furniture. Ellesmere Street and Arundel Street will also have improvements to the public realm including trees and planters where possible.

The new proposals have been the subject of extensive consultation and development with the local community.

Description

The site measures 0.5 hectares and is bounded by Arundel Street, Ellesmere Street, Worsley Street and the Inner Ring Road (IRR). It includes the 4 storey DOT building fronting Ellesmere Street and a single storey gym on Arundel Street. It is divided into two plots by Balmforth Street, an un-adopted highway. An area of green space at the top of Balmforth Street contains trees and the land rises, providing a buffer to the IRR.

The site is within the St George's area of the Hulme Ward and has a prominent position on the IRR. It is the city centre for planning and regeneration policy purpose within the core strategy. The area is part of a ribbon of land that links different parts of the regional centre including Salford quays and Trafford.

The regeneration and renewal has been a priority here for over 20 years. Its character is very different to more traditional areas of Hulme which is dominated by lower rise housing with some tower blocks. This area contains much larger city blocks defined by the larger buildings that once occupied the area but most recently has been defined by post-industrial blight

The immediate context is largely residential with ancillary commercial and leisure uses. Box Works, 6 storey, is to the north with Moho, 7 storey, and Base, 8 storey, to the west fronting Ellesmere Street and Arundel Street. Buildings within St George's Island on the opposite side of the Bridgewater Canal are between 9 and 15 storeys. St George's Church, a grade II* listed building to the south, has been converted into apartments. The church is surrounded by a substantial former graveyard area and its gates and gate post are grade II listed.

The site is within the Castlefield Conservation Area and the following listed buildings are nearby: Church of St George (Grade II*); Churchyard walls, gate, piers and gates at Church of St George (Grade II); Former Canal Flour Mills (Grade II); Hulme Lock Branch Canal (Grade II); Castlefield railway Viaduct Manchester Central to Dawson Street (Grade II); Rochdale Canal lock number 92 and Castle Street Bridge (Grade II); Merchants warehouse (Grade II); Middle Warehouse at former Castlefield goods yard (Grade II); Bridgewater canal offices (Grade II); 215-219 Chester Road (Grade II); Former Campfield Market Hall (Grade II); Former LNWR goods transfer shed (Grade II); and Former Liverpool Road station goods warehouse (Grade II).

The area has excellent links to public transport and pedestrian and cycle links to a wide range of shops, amenities and leisure facilities. The Bridgewater Canal towpath is immediately to the north and Deansgate/Castlefield transport interchange and the Cornbrook tram stop are within walking distance.

The Proposal

The development proposes the construction of two residential buildings and the conversion of the former DOT building to provide 355 residential apartments and 508 sqm of commercial floor space.

Building one would be the part 8, part 9 storeys and 'L' shaped fronting Arundel Street and Worsley Street. Building 2 would be part 11, part 23 storeys and would principally front the Mancunian Way. Together they form a 'U' shaped building forming 343 apartments. The former DOT building would be converted into 12 apartments. There would be 127 one bedroom apartments, 218 two bedroom apartments and 10 three bedroom apartments. Over 64% would have two or three bedrooms and would be suitable to families and those wishing to share. The majority of the remaining one bedroom apartments would be large enough for two people.

The commercial accommodation could contain uses within use classes A1, A2, B1, D1 and D2. They would create active frontages to Arundel Street, Worsley Street and Ellesmere Street. This is a significant change since the previous proposal with now all three road frontages being activated.

The buildings have been designed to respond appropriately to their context. Building one relates to scale of surrounding buildings and respects the historic environment. Building two is adjacent to the Mancunian Way which, provides an opportunity to develop a larger building at a prominent location.



A large landscaped roof terrace would be located on levels 8 and 9 of building 1.

The principal entrance to buildings one is on Worsley Street and building two and the DOT building would be from a walkway off Ellesmere Street. There would be a 31 space car park in the courtyard space, 4 of which will be designated for disabled people. Electric car charging points would be provided within the parking area. There are car club bays on Ellesmere Street and at St Georges Island.

Building 1 would have 82 cycle spaces and building two 262. 12 spaces would be dedicated to residents of the DOT building. Each building would contain storage areas for residential and commercial refuse and would reflect current Council standards, with a clear commitment to segregate and recycle waste. Residents would store waste in each apartment before taking it to bin storage areas. Residents would have access to all waste streams in order to maximise recycling. The facilities team would ensure that waste is transferred to a new loading bay on Arundel Street and Ellesmere Street on collection days.

The planning submission

The application was accompanied by an Environmental Statement and supported by the following information:

- Supporting planning and tall buildings statement;
- Design and access statement;
- Statement of consultation;
- Residential management strategy;
- Crime Impact Statement;
- Transport statement;
- Travel Plan;
- Flood risk and drainage strategy;
- Waste management strategy;
- Environmental standards statement;
- Energy Statement;
- Ventilation strategy;
- Ecology survey;
- Tree survey
- Archaeology assessment;
- Ground conditions report; and
- TV reception study.

Consultations

Local residents/public opinion

The proposal has been advertised as: a major development; of public interest; being an EIA development; and, affecting the setting of a conservation area and a listed building. Site notices were displayed around the site. Local residents and businesses were notified.

A total of 25 objections have been received in respect of this matter. The comments can be summarised as follows:

- The building is not in keeping and will not have a positive impact on the surrounding area;
- The plans differ from the models displayed at the consultation event;
- The amount of parking will have a detrimental impact on the surrounding area which is already gridlocked. The local infrastructure cannot cope with the number of residents and traffic;

- Residents will have to suffer through building work;
- The development should be reduced in scale to the adjacent buildings;
- There does not appear to be any social/affordable housing. The developer should not be allowed to avoid the 20% requirement;
- The car parking ratio is inadequate to the number of apartments;
- There will be impact on air quality;
- A construction management plan needs consideration;
- There should be monies available to improve lighting and safety on surrounding streets;
- The surrounding area is becoming overdeveloped with too many apartments. There is insufficient space between the blocks. No more high density living this is not Hong Kong;
- Concerns about the removal of the existing car parking at the application site;
- Servicing of the development (both construction and operation) will be problematic on surrounding residential streets;
- The development will have an impact on daylight and sunlight on surrounding buildings;
- The 23 storey building will dominate the local skyline;
- Concern the commercial space will be left empty;
- The roof gardens will create noise during the evenings;
- Consultation with local residents has been inadequate;
- Little consideration of the impact of construction on the surrounding area
- Limited vegetation as part of the new development;
- The tower element is too tall and will spoil views of the church;
- The development is out of context with the conservation area;
- There are a low number of properties aimed at families i.e 3 bedrooms
- loss of green space
- The building is more dominate that surrounding buildings;
- Box Works management comp raises objections if their are right to light issues
- reopen junction of Arundel Street and Chester Road to alleviate traffic pressure building up on Ellesmere Street (during construction);
- on completion, make access to Chester Road from the top of Arundel Street to permanent to alleviate the volume of traffic funnelled into Ellesmere Street.
- Basement area should be used for car parking;
- Valuable archaeology will be built over.

Britannia Basin Community Forum (BBCF)- Have found the process positive and believe that many of the concerns of residents have been addressed mainly the reduction in the height of the main tower, reduction in mass of overall scheme to reduce the impact on surrounding residents and improved community/commercial spaces, streetscape and public realm.

However, some members have raised concern regarding the tone of public communications from the developer which they feel suggests that BBCF endorses the new scheme which is not the case. We are, however, pleased with the meaningful consultation and resolution of the above concerns.

Whilst we are not objecting to the development in principle, some of our Members have requested that we make you aware that the number of apartments, overall massing, resulting design and access still poses concerns in the community and members of the group regarding this scheme.

Highway Services – This is a highly accessible site and traffic impacts should be minimal and could be accommodated within the existing highway network without further intervention. The applicant should liaise with nearby car park operators regarding leasing of parking spaces for residents should there be a demand. A travel plan and a construction management plan should be progressed. All highways works are to be agreed by a s278 agreement including: amendments/new TROs on Ellesmere Street and Arundel Street; the provision of the two loading bays; new vehicular access/egress on Arundel Street; and, footway improvement and reinstatement works.

Flood Risk Management Team – require details of a surface water drainage scheme, a management regime and verification report to be agreed..

Environment Agency – The has been subject to past industrial activity which poses a high risk of pollution to controlled waters and the Councils specialists should be consulted.

Environmental Health - Further information required, particularly around gas monitoring and a remediation strategy. A verification report should be provided on completion of the work. Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Details of any fume extraction system(s) should be submitted for approval. Full details of fugitive dust emissions during earthworks and construction would be required.

The operating hours of the commercial premises should be agreed and further information would be required in relation to the acoustic insulation of the commercial and residential accommodation together with the hours of use of any external seating and communal areas. Any condition should include the requirement for post completion verification. Details of plant shall be agreed as part of any planning approval. The waste management arrangements are acceptable. Consideration should be given to the provision of electric car charging points.

Design for Security at Greater Manchester Police – The proposed development should meet secure by design standards.

Greater Manchester Ecology Unit – No objections on ecological grounds. If bats turn up during demolition work should cease until it is appropriate to proceed.

Manchester Conservation Areas and Historic Buildings Panel – The Panel felt that the proposals obscured views of St Georges Church and it is the church itself that provides the landmark focal point and there is no need for a tower element to the proposals.

The Panel felt that the tower element would dominate the church as the landmark feature and the proposals would be detrimental to its setting. The Panel felt that any

proposals should respect the setting of the grade II* listed church and be no taller than its main body.

The Panel would like to see the original window details reinstated to the former DOT building. The Panel noted that there are some improvements to the public realm which was now less ambiguous.

Historic England – Do not wish to comment on this planning application.

Greater Manchester Archaeological Advisory Service (GMAAS) – The desk based report is comprehensive and identifies the below ground archaeological interest as being related to the potential for remains of mid 19th Century workers housing, whilst an extant small late 19th Century Brass Foundry and former late 19th Century 4 storey cotton mill (later becoming DOT motorcycles building) are also of archaeological interest for the historic fabric and fittings that survive.

GMAAS consider a programme of historic building and excavation should record the archaeology impacted and should be secured through a planning condition.

Aerodrome Safeguarding – No comments at the time of writing this report. Any comments will be reported to committee for consideration.

NATS Safeguarding – No comments at the time of writing this report. Any comments will be reported to committee for consideration.

Policy

The Development Plan

The Development Plan consists of The Core Strategy (2012); and saved policies of the Unitary Development Plan (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF), unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

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

SO2. Economy - supports further improvement of the City's economic performance and seeks to spread the benefits of the growth reduce economic, environmental and social disparities in Manchester, and to help create inclusive sustainable

communities. The scheme would provide jobs during construction and would provide housing near to employment opportunities.

S03 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy. Economic growth requires housing to be provided in locations such as this to provide attractive places that people choose to live in and contribute to the economy.

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

S06. Environment - the development would seek to protect and enhance the natural and built environment and ensure the natural resources are used sustainably 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 creation of neighbourhoods where people choose to live is a key spatial principle, with high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure and promote walking, cycling and public transport use.

The proposal would contribute towards meeting housing growth and would create a high quality neighbourhood. The impact on local residents has been minimised. The design, public realm and linkages would be of a high quality.

Policy EC3 'The Regional Centre' housing is appropriate and should complement mixed use employment areas. The proposal would provide the type of dense residential development required and would contribute to housing growth.

Policy CC3 'Housing' encourages apartments of a high standard which are large enough to suit a range of occupants, in terms of the number of rooms and their size. These apartments would predominately be larger and suitable for families and in line with adopted space standards.

Policy CC5 'Transport' proposals should improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. This proposal would improve footways around the site. Cycle provision has been maximised along with measures to encourage sustainable forms of transport.

CC6 'City Centre high density development' City Centre Development should generally be high-density and land used efficiently. Building heights in the City Centre will significantly exceed what is appropriate elsewhere in the City. This is a high density development and would use the site efficiently.

Policy CC9 'Design and Heritage' new buildings need to be of the highest standard in terms of appearance and function. Development should preserve or enhance the City's heritage assets, including listed buildings, conservation areas and scheduled ancient monuments. High density and mixed use development is supported but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. The proposal is considered to be of high design quality and would regenerate this part of Manchester.

Policy CC10 'Place for everyone' states the City Centre will develop as a location which appeals to a wide range of residents and visitors

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. There is a range of public transport modes nearby and the use of cycling, car sharing and car clubs will be encouraged in the Travel Plan..

Policy T2 'Accessible areas of opportunity and needs' This is a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network.

Policy EN1 'Design principles and strategic character areas' The design and appearance is of a high quality and would enhance the regeneration of the area.

Policy EN2 'Tall Buildings' must be of excellent design quality, appropriately located, contribute sustainability and place making and bring regeneration benefits. They must complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. A high quality development is proposed that would have a positive impact on views and regenerate the area.

Policy EN3 'Heritage' development should complement and take advantage of the City's distinct historic and heritage features. They must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains and this is clearly set out below.

Policy H1 'Overall Housing Provision' the proportionate distribution of housing, and the mix within each area, will depend on factors such as the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development

will be on previously developed land. This would be a dense scheme in an area where housing growth is expected. The proposal uses a previously developed site and the varying accommodation size would appeal to a diverse range of housing needs. A large number of the properties have 2 and 3 bedrooms.

Policy H8 'Affordable Housing' affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The homes would be for sale and help to diversify housing choice. The viability of the scheme has been considered and is deliverable in its current form. There would be no on site affordable housing and further details are provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy and should reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown unless this can be shown not to be viable. Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' development should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. There is limited green infrastructure at the site and is of limited quality. The landscaping proposed should improve green infrastructure.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites over 0.5ha within critical drainage areas. An agreed scheme would minimise surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', developers should identify and implement reasonable measures improve biodiversity, either on or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas. The site is not of high quality in ecology terms. .

Policy EN16 'Air Quality' The proposal would not compromise air quality and dust from construction and car usage would be minimised.

Policy EN17 'Water Quality' the impact on the surrounding water courses including those which may be underground would be minimised.

Policy EN18, 'Contaminated Land', Provisional details relating to ground conditions are provided and further investigative work are needed to confirm the findings and determine if any mitigation is required.

EN19 'Waste' proposals must follow the waste hierarchy of prevention, reduction, re-use, recycling, energy recovery, and disposal. A waste management strategy would ensure that residents adhere to recycling principles which would be a condition. .

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

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

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

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

Policy DM2 'Aerodrome Safeguarding' states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. The proposal does not conflict with any safeguarding policies provided suitable mitigation is put in place with regards to the radar.

For the reasons given, and within the below analysis, 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 has been largely replaced by the Manchester Core Strategy. Some saved policies are considered relevant and material and therefore have been given due weight. These are as follows:

Saved policy DC18 'Conservation Areas'- The proposal has been designed to enhance the conservations with a high quality building.

Saved policy DC19 'Listed Buildings' - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

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.

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

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

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The IIR significant road route in the City. This proposal provide a building of the highest quality design which will provide new homes for this part of the City.

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that in order to support the Government's objective of significantly boosting the supply of homes, *'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that where major housing developments are proposed, planning policies and decisions should expect at least 10% of to be available 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.

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

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

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

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

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117). 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; and the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

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

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

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

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.

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

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

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

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

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

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.

Other material policy considerations

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

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".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for

Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

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.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Other legislative requirements

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

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

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area,

special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 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 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.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Consideration of alternatives;
- Construction methodology and programme;
- Historic Environment;
- Townscape and visual impact;
- Noise and vibration;
- Sunlight and daylight;
- Wind and micro climate;
- Air quality.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.5 hectares and is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

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

Principle of the proposal and the schemes contribution to regeneration and housing growth

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

In principle, the new homes and commercial uses would complement and be consistent with the ongoing regeneration of St George’s. Active ground floor uses, re-use of the DOT building and the provision of high quality architecture would improve this site and the overall area and help to establish a strong sense of

place. The 355 homes would include one, two and three-bed apartments with many being suitable to families. The sizes would be consistent with the City's adopted space standards.

Manchester is the fastest growing UK city whose population has increased by 19% since 2001. The city centre population has increased significantly over the past 20 years and will increase considerably by 2030. This, along with trends and changes in household sizes, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining growth and success.

The 355 homes proposed would contribute to the target of 2,500 new homes per annum set out in the 2016 Housing Strategy. The high density development with commercial space, would make an efficient use of the land, and help to meet housing and employment needs efficiently.

This development would create jobs and help to accommodate a skilled workforce. It would reduce commuting distance supporting aspirations for a low carbon city.

The development's would deliver around 1,467 construction job years directly, and a further a 2,214 job years as indirect and induced benefits. Together, this employment with create GVA totalling almost £268m.

The development will create 508 sqm of commercial space to be allocated to uses A1, A2, B1, D1 and D2. The scale of economic benefits is dependent on the final uses accommodated but up to 32.7 full time equivalent (FTE) posts could be accommodated, making an important employment and GVA contribution.

The residents would generate tax income and support jobs and local businesses. The household spend Council Tax income generated by residents is estimated to be in the region of £5.84m every ten years. An estimated 831 residents could be housed by the development, generating household spend of approximately £10.1m each year, which could support an additional 84 jobs. A significant proportion of the household spend likely to be spent in the local institutions such as food outlets, cafes, bars and restaurants providing a boost and adding vitality to the local neighbourhood.

The residential element of this proposal is therefore consistent with growth priorities and as part of meeting the objectives of policies H1 and H5 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected brownfield site. The proposal would remove an element of blight.

The development of this prominent site on the IRR could help to integrate the areas to the south of the Mancunian Way into the City Centre. The scale and mass of development is a key part of this. The 'barrier' effect of the Mancunian Way has an adverse effect on this integration and a high quality development at this point would help to negate and overcome this.

The development would deliver significant economic and social benefits including the creation of construction jobs and employment associated with the operations of the buildings and the commercial units. A local labour agreement will be agreed with the applicant.

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 the National Planning Policy Framework, and Core Strategy policies H1, H5, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Consideration of alternatives

A statutory requirement when considering EIA developments is the need to consider alternatives in the development of a proposal. In this instance, no alternatives have been considered for the proposed development due to the development of the application being fully supported within the various strategic frameworks for this site.

Affordable Housing

Policy H8 establishes that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target 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 within a development will reflect its type and size as a whole and take into account factors such as an assessment of a local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that only a proportion of the affordable housing target of 20% can be met; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 355 new homes, with 58% for rent and 42% for sale. The delivery of new homes and the regeneration of the St George's area is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on viability.

A viability report has been made publicly available and has been independently assessed on behalf of the Council. This indicates that the development is viable and can contribute £1,150,000 towards off site affordable housing.

This is based on a benchmark land value of £2,145,000 together with build costs of £172 per sq ft which are within the range expected based on comparable evidence. The total costs would be £77,564,385 with a profit on cost of 15%.

The scheme is viable on this basis and can be delivered to the quality proposed. The affordable housing provision would be secured via a legal agreement.

Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution beyond the 5%, the viability would be re-tested to secure an additional contribution.

Tall Building Assessment including impact on townscape

One of the main issues to consider is whether the scale of the development 23 and 9 storeys is acceptable. This would be tall development and has been assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABI. Historic England's Advice Note 4, 2015 updated the CABI and English Heritage Guidance of 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the application.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have on its context. It explores the effect on the established Townscape Character Zones, significant Heritage Assets and views using established methodologies and practices. The impact of the proposal is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

Tall Building Assessment including impact on townscape

A computer modelling process has provided an accurate series of images which illustrate the impact on the townscape from a series of agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

A Visual Impact Assessment (VIA) has assessed where the proposal could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings i.e.; the designated heritage assets. The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*" (2015) and adapts the methodology outlined in their document, "*Seeing the History in the View: A Method for Assessing Heritage Significance within Views*" (May 2011).

Key viewpoints have been identified and 19 were assessed following agreement with Historic England. These are as follows:

- View point 1 – Chester Road/Mancunian Way;
- View point 2 – Ellesmere Street;
- View point 3 – Mancunian Way (north);

- View point 4 – Chester Road (east);
- View point 5 – Chester Road (north);
- View point 6 – Mancunian Way (east);
- View point 7 – Castlefield Basin;
- View point 8 – Lower Byrom Street;
- View point 9 – Trinity Way;
- View point 10 – Ordsall Lane (west);
- View point 11 – Chester Road/Malt Street;
- View point 12 – Chorlton Road;
- View point 13 – St Georges Park;
- View point 14 – Hulme Park;
- View point 15 – Lower Mosley Street;
- View point 16 – Whitworth St bridge;
- View point 17 – Castlefield basin bridge;
- View point 18 – Ellesmere Street;
- View point 19 – Worsley Street.

The Assessment provides a comparison of the impact of the scheme against the current situation, including conservation areas and the setting of listed buildings. It should also be noted that the scheme has been presented to Places Matter! Design Review.

A zone of visual impact has identified sensitive views and it considers view points 1 - 7 in detail and assesses the level of impact of the development on them.

View 1 looks into the Castlefield Conservation Area with the Grade II* listed St George's church dominating the view. There are modern apartment blocks in this view and the Mancunian Way is a dominant feature which erodes the setting of the listed church and the conservation area.

The proposal would introduce a major new feature with the tower being visible and significantly taller than the church tower. The proposal and the church tower would have two distinctive characters in terms of their scale and architectural form and would not therefore be in competition. The use of modern materials, together with the distance to the church yard, would provide a contrasting and distinctive feature to the listed building.

In addition, this scale provides a transition between the listed building, the DOT warehouse and an existing residential block which can be viewed to the right of the proposal (see image below). The palette of materials responds to the existing materials found within the conservation area.

In terms of cumulative impacts, the proposal would be viewed alongside two confirmed developments at Bentinck Street which are occupied by low rise buildings. These schemes are outside of the Conservation Area but form part of its setting. These schemes represent a reinstatement of similar scale of building to nearby residential blocks and be consistent with the density of the area.

Overall the proposal would result in a low level of harm to the heritage asset in this view and would have a low beneficial cumulative impact when viewed with existing and other proposed developments.



View 2 looks north east along Ellesmere Street. The character of the Conservation Area is fully appreciated with modern and older buildings at the street edges. The only heritage asset visible is DOT building which contributes positively to the Conservation Area. The proposal would be viewed from behind the DOT building but would not impact negatively on any other heritage assets or the conservation area. The retention of the DOT building is considered to be a beneficial feature. Overall the proposal has a low beneficial impact on this view point.



View 3 is from within the Conservation Area looking south-east and is dominated by the Mancunian Way and apartment blocks with little of the character of the Conservation Area visible. The grade II listed Canal Flour Warehouse is glimpsed with the DOT building and Church. These heritage assets are severely compromised by the Mancunian Way creating a view that is medium to low in terms of sensitivity. The proposal would be a major new feature and would be highly visible. The limited views of the church and DOT building would be lost but the impact is considered to be low adverse.



View 4 is from the south side of Chester Road looking west and is dominated by the road infrastructure with the Conservation Area on the right hand side. There is a clear view of the church but its setting is compromised by the road network.

The proposal would be a major feature and as in view 1, its high quality contrasting materials would provide a form of architecture that is distinctive from the church and would outweigh any harm. The proposal and the church tower would have distinctive characters in terms of scale and architectural form and would not be in competition.

The cumulative impacts with the consented schemes along Bentinck Street show that it would complement the already established density in area. Overall there are no unduly harmful impacts on the townscape, heritage assets or cumulative impacts with only minor impacts on the setting of the church and conservation area.



View 5 looks across Chester Road into the Conservation Area and includes the listed church and DOT building. The road network has a major impact on the heritage assets and diminishes the sensitivity of the view.

The tower would be evident behind the listed church. However, this would have only a low adverse impact due to the quality of its architectural form that provides a distinctive setting to the church. The retention of the DOT building would also be positive.

There would be low levels of beneficial cumulative impacts with the nearby consented Bentinck Street schemes which would complement the established densities in this area.



View 6 is from the Mancunian Way looking north-west towards the Conservation Area. It is dominated by the Mancunian way although the church is evident. The characteristics of the conservation area are not evident due to the dominance of the road network. The heritage value of this view is therefore low.

The proposal would be highly visible. When viewed alongside the church, the high quality materials of the elevations contrast successfully with it. The impacts on the heritage assets are considered to be low. However, the impact on the townscape are considered to be beneficial and would provide a landmark building along the Mancunian Way.

The cumulative impacts from this view are low beneficial as they would help reflect the established scale and density in this area with other consented and built schemes.



View 7 This view is experienced from Castle Street within the historic core of the conservation area looking south. A number of grade II listed buildings are evident along with other historic features. The proposal would be taller than any other feature resulting in a low adverse impact. The conservation area and listed buildings would be fully appreciated from within the conservation area with the proposal only being evident in the background.



The development would form a large and significant development within the seven most sensitive views and would transform the area. The tower is situated close to the listed church and the Mancunian Way. The assessment has shown, the tower element, 8/9 storey elements and the retention of the DOT building has some beneficial impacts on the townscape without unduly harming any heritage assets or sensitive views.

The impact of the height has been tested and would not be unduly harmful. Indeed, in the majority of instances the impacts on the local area and on the city townscape would be positive. The use of a high quality materials, and the creation of a distinctive development, would result in an acceptable scheme.

Where the development would clearly be seen in the same context as heritage assets, the significance and setting of them is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme will bring to this area.

Impact of the historic environment and cultural heritage

The tower has been reduced from 35 to 23 storeys and the materials has changed from glass to brick to provide a reference to the historical form of development as materials used in the conservation area.

The site is located within the Castlefield Conservation Area and contains the former DOT building which contributes positively to its character and is a non-designated heritage asset. The site does not contain any listed buildings, but does affect the setting of a number of listed buildings. These are: Church of St George (Grade

II*); Churchyard walls, gate, piers and gates at Church of St George (Grade II); Former Canal Flour Mills (Grade II); Hulme Lock Branch Canal (Grade II); Castlefield railway Viaduct Manchester Central to Dawson Street (Grade II); Rochdale Canal lock number 92 and Castle Street Bridge (Grade II); Merchants warehouse (Grade II); Middle Warehouse at former Castlefield goods yard (Grade II); Bridgewater canal offices (Grade II); 215-219 Chester Road (Grade II); Former Campfield Market Hall (Grade II); Former LNWR goods transfer shed (Grade II); and Former Liverpool Road station goods warehouse (Grade II).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. Whilst a number of listed buildings have been identified, the key listed and heritage assets affected by the proposal are Grade II* former St George’s Church together with the separately listed railings, gates and gate posts which a grade II listed. The other listed building identified above, form part of the wider character and view of the proposal and have been considered within the townscape and visual impact assessment.

The main focus of the Conservation Area is the Castlefield Basin/Potato Wharf and Liverpool Road. These contain a large number of the listed buildings identified above and they represent the development of the railways and industry in this part of the City.

Numerous railway viaducts and bridges dominate the character of this area, creating a unique environment of canals and warehouses. These structures were a product of the growing rail network. New lines passing through Castlefield had to be operated at high level to prevent obstruction to the canal network. More recent redevelopment has seen residential, commercial and recreational uses within this area.

St George’s Church was constructed in 1826-8 by Frances Goodwin. It is constructed of sandstone with slate roofs in a Gothick perpendicular style. It has been converted into apartments. The immediate setting of the church is largely preserved with its churchyard and perimeter gates remaining. However, highway schemes at Chester Road and the Mancunian Way have created a hostile setting to the Church. The grid iron pattern in the immediate area of the church remains although the majority of the historical warehouses which once dominated this part of the conservation area have been lost.

The site currently has a neutral impact on the setting of the Conservation Area and the nearby listed buildings. The former DOT building is four storeys and constructed in red brick with a double pitched slate roof. It makes a positive contribution to the conservation area as it represents a typical warehouse building which would have once dominated this area.

The Environmental Statement and heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either low beneficial, negligible or neutral in most cases together with instances where the proposal improves the visual amenity of the area and is beneficial.

The heritage assets have been considered within the 19 key viewpoints through the visual impact assessment. The conclusions and impacts on each view point can be summarised as follows:

View 1 – A low level of harm on the listed church and listed boundary treatment. The high level visibility results in a low adverse impact. However, the quality of the development, together with its contrasting and distinctive style and materiality outweighs and impact on the heritage asset.

View 2 – The benefits to the conservation area by the retention of the DOT building are clearly evident having a beneficial impact on the conservation area.

View 3 – Although the listed church, would be obscured the impact on it is considered to be low level adverse due to the hostile environment already created by the extensive road infrastructure.

View 4, 5, 6 - A low level of harm on the listed church and listed boundary treatment. Although highly visible resulting in a low adverse impact, the quality of the development, and its contrasting and distinctive style and materiality outweighs this impact.

View 7 and 8 – Numerous listed structures would be seen within these views, thereby contributing to a low level of adverse harm. However, the heritage assets and characteristics of the conservation area would remain clearly evident.

There are a number of instances where the development would be seen in views which contain heritage assets but the impact would not be unduly harmful. Where the development would be seen in the same context as heritage assets, their significance and setting is clearly still evident and any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits that the development of such a high quality scheme would bring to this area.

As such, the impacts of the development amount to less than substantial harm as defined by paragraph 196 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the buildings would bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in some instances of adverse impact in relation to changes to the setting of a number of listed buildings, conservation areas and non-designated heritage assets. These impacts are considered to result in less than substantial harm. In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). In doing so, any level of harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would regenerate a key site that has a neutral impact on the area, with the exception of the DOT building, which is in a poor state of repair. This proposal would bring a viable and active use in a high quality distinctive building that would take advantage of the close proximity to the heart of the City Centre and public transport. It would provide 355 new homes, many of which would be suitable for families. At 23 and 8/9 storeys, the buildings would become a landmark feature together with re-using the DOT building. Through careful design, scale, massing and materiality, the block is considered to respond positively into the surrounding historic context.

Historic England have chosen to not comment on the development proposals for this site.

The visual assessment undertaken demonstrates that 6 out of the 7 views would result in low adverse harm together with one instance of low level beneficial harm. Five of these instance of low adverse are a direct result of the proximity to the listed church and boundary treatment. Whilst there are also some wider impacts on other listed buildings within the conservation area, particularly within viewpoint 7, the characteristics of this listed building would still readily be evident within the conservation area.

Mitigation and public benefits are derived from the quality of the architecture, the regeneration benefits which will come from delivering 355 new homes at the site and the improvements to the local context. There will be also beneficial impacts to the conservation area as a result of the retention of the DOT building.

Whilst there would be some heritage impacts, this would be less than substantial with there being significant public benefits.

The proposal would continue the regeneration of a key regeneration areas and would fully utilise a series of sites. The proposal would introduce a distinctive building of an urban scale and would therefore make a positive contribution to the wider townscape.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed

by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Layout, scale, external appearance and visual amenity

The site is a square perimeter block and the proposal comprises three distinct components:

Building 1 is L' shaped, 8/9 storeys comprising ground floor commercial and ancillary elements and residential above fronting Worsley Street and Arundel Street. Building 2 - Is an 11/23 storey residential block located on the corner of Ellesmere Street and the Mancunian Way. Building 3 - Re uses the former four storey DOT building –to form a residential block.



The layout would respond positively, to the differing context. At a local level, it would develop to back of pavement line which is consistent with the character of the Castlefield Conservation area and other buildings elsewhere in St George's. It would also provide active ground floor units that would benefit the local area.

The entrance to building 1 would be on the corner of Worsley Street and Arundel Street with commercial premises on the ground floor fronting Arundel Street and Worsley Street. There would be an entrance to the refuse store and cycle stores on these streets which incorporate screens, architectural features and lighting.



Proposed street scene along Arundel Street



Proposed street scene along Worsley Street including enhanced public realm

A commercial unit would be created on the ground floor of the retained DOT building which would and create activity on the corner of Arundel Street and Ellesmere Street. The main entrances to buildings 2 and 3 would be off Ellesmere Street.

The three buildings would each have a distinct identity. Building 1 reflects historic industrial architecture found throughout the conservation area. It would re-introduces development to the street edges of Arundel Street and Worsley

Street. Its scale creates a transition between the tower DOT (b and the local area. The 9th floor would be set back to reduce its apparent scale on Arundel Street and respond to the scale of buildings in the street scene.

Building 1 would be taller than other nearby new buildings. The separation created by the surrounding road network would minimise its impacts with Arundel Street being 12.2 metres wide to Base/ Moho apartments and a 9.8 metres to the Box Works.

The appearance responds to the industrial mill and warehouse buildings of the conservation area in terms of materials and the way in which facades are divided. The elevations to Arundel Street and Worsley Street have a wide brick grid defining the width of each room. Within the framing of the brick grid is a combination of metal cladding, metal framed glass and fine metal balustrades.



North and West Elevation Study - Worsley Street and Arundel Street

At street level, there would be a combination of bronze coloured vertical metal fins, metal cladding panels, metal framed glass, planting and integrated concealed façade lighting to create an animation at the street level. The brick detailing around the ground floor is based on a pattern of intermittently projecting and recessed bricks which will bring further visual interest and texture to the street scene.

The location of building 2 on and visibility along the Mancunian Way frontage means a building of this scale could be acceptable in a wider strategic sense. The Mancunian Way is a major route into and around the City Centre and the quality of

the environment around it can have a major impact on people's perception of Manchester.

For many years, this experience has been a poor one as the quality of the environment and the buildings around it have been poor. However, this has changed over the past 10 years as the scale and quality of development has improved considerably with academic and residential schemes introducing some very high quality buildings.

This taller element would continue this process but of a much reduced scale than was previously proposed. The 11 storey element to this block is interjected with a 23 storey rotated tower.

There has been local concern about the scale of this part of the proposal in comparison to other buildings in the area. This component of the scheme would appear as a tall element but it has been designed to respond to the Mancunian Way frontage.

The Mancunian Way does created a huge physical and visual barrier in the City which has also severed the local community from the city centre. This severance does need to be addressed in order to ensure that different components of the city are fully integrated. Developments on the ring road do assist this.

There is a need to announce major entry points to the city centre and the ring road is a location where this can be achieved. There have been other large developments in similar locations to this, such as Isis, Sarah Points and Angel Gardens on Great Ancoats Street and the Renekar scheme at the Harry Ramsdans site. These have all enhanced the cityscape and their local environment significantly and this proposal would deliver similar benefits.

In that context, a development of this scale is appropriate so long as the impacts on the amenity of local residents are within acceptable levels within St Georges. It represents an efficient use of land, maximising densities, with a high quality piece of architecture.

The façade treatment to building 2 is based on larger scale full height components compared to the finer texture of the brick and subdivided panelisation which is found on building 1.

A tight vertical grid with deep reveals creates a dynamic and animated impression. Reconstituted stone mullions would reference the deep red and purple sand stone tones and textures found in the historical facades in Manchester. This decorative element is expressed to every bay along the eastern and northern façade. All other remaining facades introduce a secondary reconstituted stone mullions which is shallower in depth and has a simpler flat finish.

Recessed between the tight vertical grid are full height glazing and full height bronze coloured metal screens. The metal screens conceal acoustic measures and other duct work. The fine metal profiles are arranged in an angled overlapping pattern which again draws upon historical references.



The DOT building, would be sensitively refurbished using appropriate techniques on its external façade together with alteration to window etc.

The design is of a high quality with each block offering an individual and distinctive architectural response. The scale and materials presents a different design for each building which would contributes to the local area and create a distinctive development.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality are maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposed use.

The applicants acknowledge that the market is competitive and the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the scheme as submitted can be delivered. The applicant would commence work on site as soon as possible.

A Places Matter! review provided constructive feedback when the design and architecture was independently tested.

The applicants design team are highly experienced and have designed a development that is informed by its context as well as drawing upon their experience and best practice.

Existing tree coverage

13 individual trees have been identified together with two groups of trees and one hedge. Ten trees Are category B of moderate value' with the remainder of the trees, group trees and hedge been classified as category C 'trees of low quality'.

Although the trees at the site are considered to be in a good condition, 11 trees will need to be removed.

15 trees would be planted within the courtyard and around the site perimeter including the provision of street trees where possible. In addition, soft landscaping on the roof terrace would add to the green infrastructure at the site.

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

The DOT building and the proposed buildings dominate the plot but some of the existing grass bank and semi mature trees would be retained. This would help provide a visual buffer between the site and the Mancunian Way. The remainder of the development is built to back of footpath similar to other developments which would reinstate a key characteristic of the Conservation Area. Where opportunities arise, street trees would be planted to help to green the streets. Footways would be improved around the perimeter of the site.

The courtyard would provide secure car parking. Textured hard landscaping, mature trees and raised planters would ensure that this space is pleasant and inviting and it would be fully accessible.

A 'U' shaped roof terrace, to levels 8 and 9 of building 1 and level 11 of building 2, would provide a landscaped recreational space for residents, with communal facilities. There are a combination of larger and more intimate sheltered spaces to provide a choice for users. Allotment gardens have been incorporated to the east side of the building..



Landscaped roof gardens

Commercial units would activate the Worsley Street frontage. The existing shared surface would be enhanced with tree planting, change in material, seating and footway widening.

Where it is possible, on the corner of Ellesmere Street and Arundel Street, together with the Mancunian Way, a combination of tree planting, shrub planting and mounded raised planters would be introduced to provide an enhanced setting and greening of the street.



Indicative works to Worsley Street

Impact on Archaeology

An archaeological assessment notes that there is potential for below ground archaeology related to mid-19th Century workers housing, late 19th Century Brass Foundry and cotton mill (the DOT building).

GMAAS consider that it would appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology which will be affected by the development.

Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains.

A condition should be imposed on the planning permission to this affect in order to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal, including a bat inspection, concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats, and Greater Manchester Ecology Unit concur with the findings. It has been requested that an informative highlights that should bats be found during the works that works ceased until the site has been inspected by suitably qualified individual.

The proposals could enhance provide biodiversity through the roof garden and allotments which would contribute to green infrastructure and biodiversity of the application site in line with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties surrounding the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the Annual Probable Sunlight Hours (APSH) have been used as a reference point on a window. If a window point can receive at least 25% APSH, then the room should receive enough sunlight.

The following properties were assessed: Box works; Timberwharf; Moho; Base apartments; Roof gardens; St George's Church; City Gate; and Worsley Mill.

In addition, the following amenity areas have been assessed for sun hours: St George's church; Timberwharf; Moho; City Green.

A summary of the impacts is detailed below:

Daylight

Box works – 65 windows at 45 rooms, were assessed. For VSC, 9 (14%) met the criteria. 5 would be altered by 30-40% with the remainder in excess of 40%. However, 51 windows have existing VSC levels below the 27% recommended by the guidelines. For NSL, 18 (40%) of the 45 rooms assessed meet BRE criteria. 27 rooms would experience an alteration in excess of 40%. 12 of these rooms are bedrooms which have a lesser requirement for daylight.

It is clear that the proposal and particularly building 1, would have an impact on existing conditions. However, this area is dominated by buildings that occupy entire plots in a tight urban environment. As such, these result would be similar to the effects of the existing blocks further down Worsley Street and along Burton Place.

The nominal average height mass, for the area is 28 metres or approximately 7.5 storeys, and fills the entire plot. When assessing the scheme against this as opposed to the current conditions, all the 65 windows in the Box Works would meet the criteria for VSC and fall rooms would meet NSL criteria. Using this more flexible method of assessment, as required by the NPPF, the overall impacts on the Box Works are not uncommon for this type of an urban context.h as this.

Timberwharf – 87 windows at 76 rooms were assessed. For VSC, 79 (91%) meet the criteria, 8 would be altered by 20-30%, two would be altered by 30-40%. This would be a high level of compliance.

For NSL, 73 (96%) met the BRE criteria. One would be altered by between 30-40%, one room would be altered by 30-40% with the remaining window in excess of 40%. Overall the results which are considered reasonable for this urban context.

Base apartments – 57 windows at 56 rooms were assessed. For VSC, 11 (19%) met the criteria, 2 would be altered by between 30-40% and the remaining 44 would be altered by over 40%. 17 of these windows have an existing VSC level below the 27% recommended within the guidelines.

Similar to Box Work, Base occupies the full extent of its plot with habitable rooms facing directly on to the site. The results are not unusual for a context such as this where plots are tightly grouped together.

For NSL, 17 (30%) of the rooms assessed would meet the BRE criteria, one would be altered by 20-30%, two would be altered by 30-40% and the remaining 32 would be altered by over 40%.

Using the nominal height mass, 54 (95%) windows would meet the BRE criteria, 3 would be altered by 20-30% and all the rooms would meet the criteria for NSL.

The impacts Base apartments are not unusual given the characteristics of this area.

Moho – 126 windows at 108 rooms were assessed. For VSC, 71 (56%) met the BRE criteria, 4 would be altered by 20-30%, 3 rooms between 30-40% and the remaining 48 windows in excess of 40%. These windows have VSC levels below the 27% recommended with the guidelines and only 6 windows to Moho meet the VSC target. These windows are recessed beneath overhanging balconies.

Using the nominal average height mass, 125 (99%) would meet the BRE criteria, with 1 window altered by 20-30%.

For NSL, 72 (67%) would meet the BRE criteria with 9 altered by 20-30%, 6 be altered by 30-40% and the remaining be altered by over 40%. The remaining 33 rooms would experience alterations in excess of 40%. 15 of these are bedrooms where there is a lesser requirement for daylight.

When applying the nominal average height mass, 107 (99%) would meet the criteria. As such, the impacts are considered to be acceptable.

Roof gardens – 125 windows at 83 rooms were assessed. For VSC, 113 (90%) met the BRE criteria with 9 altered by 20-30% and two be altered by 30-40%. The remaining one rooms would be altered by over 40%. This is considered to be a high level of compliance given the urban context.

For NSL, 79 (95%) would meet the BRE criteria, with 2 be altered by 20-30%, one between 30-40% and the remaining 1 in excess of 40%.

The impacts are considered to be acceptable in this context.

St George's Church – 65 windows at 31 rooms were assessed. For VSC, 61 (94%) met the BRE criteria. Four windows would be altered by 20-30%. For NSL, 29 (94%) of the rooms will meet the BRE criteria. 7 rooms be altered by 20-30%. These are the lower ground floor windows.

It is considered that the impacts on St George's church are low with the property continuing to receive a high level of daylight for its context.

City Gate 150 windows were assessed. For VSC, 113 (75%) would meet the BRE criteria. 20 would be altered by 20-30% and 15 would be altered by 30-40%. Overall the building would continue to receive an average of 25.5% VSC which is a high level of compliance for this context.

For NSL, 98 (93%) rooms would meet the BRE criteria with one altered by 20-30%.

Overall, this building would experience a minor level of harm.

Worsley Mill – 62 windows were assessed at 26 rooms. For VSC, 59 (95%) would meet the criteria with 3 altered by 20-30. The windows which do not meet the target are basement and ground floor commercial units.

For NSL, All rooms would meet the criteria. The impact would be negligible.

Sunlight

A total of 318 windows were assessed for sunlight across these 8 buildings with the following impacts.

Box Works – 19 (54%) of 35 windows would meet the guidelines for both winter and annual APSH. 16 would be altered by in excess of 40%. 15 windows will also experience alterations in winter APSH in excess of 40%.

This building has an open aspect. These results would be similar to the current levels of sunlight received at Timber Wharf and along Burton Place.

When the nominal average height mass is use, all of the windows in this development meet the BRE criteria. There would be some harm to sunlight at the Box Works but it is considered to be commensurate with its context and the Box Works being built to the footpath edge.

Timberwharf – 72 (90%) of 80 windows meet the criteria. 3 would be altered by 30-40% and 1 by over 40%. This would be a high rate of compliance for an urban context and the result are comparable with windows on the western elevation.

Base apartments – None of the 5 windows meet the criteria for winter or annual APSH. These windows are located within a stairwell recess to the elevation overlooking the development site. When applying the nominal height mass, all of the windows meet the BRE criteria.

Moho – 16 (89%) of 18 windows meet the criteria for both winter and annual APSH. 2 would be altered by 30-40%. All meet the BRE criteria when the nominal average height mass is used. The effects would be negligible.

Roof gardens –All 8 windows meet the criteria for annual and winter APSH.

St Georges Church –All 18 windows meet the criteria for annual and winter APSH.

City Gate – 94 of 95 windows meet the criteria for both winter and annual APSH. This would be a high level of compliance and the level of harm would be low.

Worsley Mill – All 64 windows meet the criteria for both winter and annual APSH.

Overlooking/privacy

There will be the following privacy distance between the development and surrounding properties:

- Box Works – 9.8 metres;
- Base and Moho – 12.2 metres;
- St Georges Church – 12.6 metres.

Such distances are usual in the area. However, the apartment have been designed to minimise the amount of living spaces facing onto the streets facing existing residential buildings.

(b) Wind Environment

A microclimate assessment concludes that there would be no adverse impacts on the pedestrian activities in and around the site. The impacts of the building would be mitigated by measures such as landscaping within the passages between the buildings and across the communal roof terrace. The conditions in and around the site would be safe for all users of the development and pedestrians in the local area.

(c) TV reception

A TV reception survey has concluded that there will be no interface with terrestrial digital television services. The survey states that there is unlikely to be any interference of digital satellite television services. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(d) Air Quality

The application 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 air quality report explains that there would be some inevitable impacts on air quality during the construction phases from dust from earth works/construction and vehicle emissions. The applicant is committed to good practices to minimise the impacts on

air quality conditions and these practises should remain in place for the duration of the works and be included in the list of planning conditions.

The main impacts during the operational phases would be from vehicle movements and servicing requirements. The applicant has taken a balanced approach to onsite parking given the close proximity to public transport. There will be 361 cycle spaces together (which exceeds 100% provision) together with 4 on site electric car charging points.

A mechanical ventilation system would be installed to 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. In light of the mitigation measures proposed above, which will be secured by planning condition, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise being from: noise from plant and construction activities. The ^{plant}, acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the tram.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with an acoustic perimeter hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a condition along with details of any plant required. .

The main sources of noise to the apartments would be from nearby traffic. There could be noise from the ground floor commercial space. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. The hours of the commercial units and use of the roof terrace. Would be restricted to protect amenity within the apartments.

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

Each apartment would have waste storage in kitchens that could accommodate separate storage of refuse, recyclable and compostable materials. Residents would take waste to the designated waste stores.

The residential refuse store would be in the ground floor of all three buildings. They have been designed to meet Council standards and would contain all receptacles. The two commercial units in buildings 1 and 3 would have separate

refuse stores with one 1000 litre Eurobin type for each waste stream. Servicing and refuse collection would take place on Ellesmere Street and Arundel Street from new dedicated on street loading bays.

Fume extraction

Fume extraction would be required for the commercial units if they are occupied by a food and drink use. A suitable scheme could be integrated and a condition is recommended that fume extraction details are agreed.

Accessibility

All primary entrances to the commercial and residential entrances would be level and would use no slip materials. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space.

There will be provision within the courtyard for disabled parking.

Flood Risk/surface drainage

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

The Flood Risk Management Team have agreed the drainage scheme and a verification and maintenance report would be required post implementation.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan forms part of the conditions of the planning approval.

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

There is a range of transport modes nearby and the site is close to amenities and services. Deansgate train and Metrolink stations and Cornbrook Metrolink station are all within 10-minute walk.

The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

31 parking spaces are proposed within a courtyard area 4 of which would be for disabled people. Highway Services have no objection to the level of parking provision in light of the highly sustainable location. The low level of car parking is in accordance with the Core Strategy and the Residential Quality Guidance which states that the constraints of the development site and the close proximity of public transport should be a key consideration.

The ground conditions at the site preclude the formation of any sort of basement or undercroft parking area. The level of parking, the travel planning and the sustainable location is acceptable. However a condition would require details of how any resident needs would be addressed.

The majority of the 361 secure cycle parking spaces would be within dedicated secure cycle stores.

A travel plan would be prepared and its full implementation should form part of the conditions of any planning approval.

The residential properties would be serviced from dedicated loading bays on Arundel Street and Ellesmere Street.

These measures would all be secured by planning condition.

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 is implemented in full.

Ground conditions

A ground conditions report provides details on the site conditions. Further gas monitoring is required to inform the final site remediation strategy. This should be confirmed through a verification report. This approach should form a condition of the planning approval to comply with policy EN18 of the Core Strategy.

Public opinion

Since the previously refused planning application, and as part of the design evolution for this planning application, the applicant has carried out extensive consultation with the local community.

As part of this planning application, local residents and businesses were notified to understand their view about the proposal. There remains some localised concerns about the proposal in relation to parking, construction management and the appropriateness of the scale and density of the development and impact on light. In addition, comments have been received relating to matters of affordable housing and the impact on the historic environment.

The transport assessment submitted with the applicant has been assessed by Highway Services to be robust and demonstrates that there will be no unacceptable impacts on the local highway network once the development becomes operational. The applicant has considered the manner in which the development is serviced

during the construction period, with measures agreed that access will be taken off the Mancunian Way rather than through the St George's area. This will minimise disruption to local residents.

Levels of onsite car parking area are considered appropriate for the location. A travel plan will be produced for the site together with a high level of cycle parking, access to car club cars and mechanisms to explore whether off site provision is required once the development becomes operational. These measures will be secured by planning condition.

The proposal subject to this applicant has been significantly remodelled and its scale reduced since the previous proposal for this site. It is acknowledged that the proposal still constitutes a building of scale, however, this is in response to the sites position on the Mancunian Way. Where the development sits adjacent to the lower rise apartment buildings of St Georges, and the wider conservation area, the scale of the building sits much lower and appropriate for the context.

The daylight and sunlight report is considered to be robust and has assessed the impact of the development on the most sensitive windows of nearby building. A detailed account of the associated impacts on the adjacent residential apartment buildings is considered elsewhere within this report concluding that there will be some localised impacts on daylight and sunlight. However, such impacts are not considered to be unduly harmful given the context of the application site with windows in all the developments performing well with regards to daylight and sunlight given the tight urban grain of the local area.

Permitted development

The 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.

For the residential units that will be for sale on the open market, it is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

For the residential properties which will be available on a PRS basis, the applicant has provided a draft residential management strategy. This details how properties will be managed. The development of this strategy should form part of the conditions of the planning approval.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of

screenings to cover materials. Plant would also be turned off when not needed and waste or other material would not be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

The applicant has prepared a construction methodology and programme in support of their planning application. This details that the applicant intends to use the slip road off the A56 and A57 interchange which links directly to Ellesmere Street. This will be adopted as the main delivery route. By implementing a main designated exit and entry route from the A57, the construction traffic congestion in the surrounding residential area will be minimised.



Access point and delivery areas

There will be two separate delivery areas within the boundary of the application site. This will again reduce traffic congestion building up in the area and on local roads as this will allow all loading and unloading to take place within the site boundary.

In the event that multiple deliveries are required to the site, an area in Trafford Park will be leased for the duration of the works for vehicles to be held. Once delivery slots become available the vehicles can proceed to the site in line with the above strategy.

With regards to staff parking during the construction period, all employees working on the development will be encouraged to use alternative modes of transport to travel to the site. Some spaces will be made available within the site boundary for

employees who need a van to carry out their duties. Parking of vehicles outside, and in the immediate vicinity of the application site, will not be permitted.

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 of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to part L (2010).

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

Aerodrome safeguarding

Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Comments are awaited from aerodrome safeguarding this regard. Any comments will be reported to the committee for consideration.

Legal Agreement

The proposal shall be subject to a legal agreement under section 106 of the Planning Act to secure money for the provision of offsite affordable housing in the City as explained in the paragraph with heading "Affordable housing".

Conclusion

The proposal would have a positive impact on the regeneration of the area and contribute to the supply of high quality housing. Active frontages together with high quality façade would improve the street frontages.

The condition of the site at best a neutral and there is capacity for change which could enhance the setting of adjacent heritage assets and wider townscape. The retention of the DOT building benefits the area and the conservation area. The proposal would not have any unduly harmful impacts on the setting of any heritage assets and in most instances would have a positive impact on the Manchester skyline.

The proposal would result in some localised impacts on nearby residential buildings and on views in and out of the conservation area and the adjacent listed St George's church. These effects have been minimised by siting the elements of the proposal away from sensitive receptors. The massing of the lower block, together with window designs and internal layouts, also reduces incidents of overlooking and loss of light.

The construction impacts, together with any cumulative impacts, will be minimised through a robust management plan which will see access and servicing taken from the Mancunian Way, an off-site waiting area for servicing vehicles in Trafford Park and on site designated storage areas. The local community will also benefit from having an onsite community provision within one of the designated commercial units.

The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraph 193 and 196 of the NPPF.

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

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

Recommendation **MINDED TO APPROVE subject to the signing of a section 106 agreement in respect of financial contribution for off-site affordable housing and review mechanism**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where

early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the affordable housing and highways together with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

10090 1903 A G100 XP 010, 10090 1903 A G100 XP 100, 10090 1903 A G100 P 100, 10090 1903 A G200 XP 100, 10090 1903 A G200 XP 120, 10090 1903 A G200 XP 150, 10090 1903 A G200 XP 151, 10090 1903 A G200 XE 101, 10090 1903 A G200 XE 102, 10090 1903 A G200 XE 103, 10090 1903 A G200 XE 104, 10090 1903 A G200 XS 101, 10090 1903 A G200 XS 111, 10090 1903 A G200 P 100, 10090 1903 A G200 P101, 10090 1903 A G200 P 102, 10090 1903 A G200 P 104, 10090 1903 A G200 P 105, 10090 1903 A G200 P 108, 10090 1903 A G200 P 109, 10090 1903 A G200 P 110, 10090 1903 A G200 P 111, 10090 1903 A G200 P 112, 10090 1903 A G200 P 113, 10090 1903 A G200 P 122, 10090 1903 A G200 P 140, 10090 1903 A G200 P 161, 10090 1903 A G200 P 162, 10090 1903 A G200 P 163, 10090 1903 A G200 P 164, 10090 1903 A G200 P 165, 10090 1903 A G200 P 166, 10090 1903 A G200 E 101, 10090 1903 A G200 E 102, 10090 1903 A G200 E 103, 10090 1903 A G200 E 104, 10090 1903 A G200 E 150, 10090 1903 A G200 E 151, 10090 1903 A G200 S 101, 10090 1903 A G200 S 102, 10090 1903 A G200 S 103, 10090 1903 A G200 S 104, 10090 1903 A G200 S 111, 10090 1903 A G200 S 112, 10090 1903 A G251 D 181, 10090 1903 A G251 D 182, 10090 1903 A G251 D 183, 10090 1903 A JC20 P 100, 10090 1903 A JC20 P 120, 10090 1903 A JC20 P 150, 10090 1903 A JC20 P 151 and 10090 1903 A JC20 E 150 all stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019

Supporting Information

Environmental statement (including construction, historic environment, townscape and visual impact, noise and vibration, sunlight and daylight, wind and microclimate and air quality) stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019

Design and access statement, Planning and Tall buildings statement, Statement of consultation, residential management strategy prepared by GC consulting, Crime Impact Statement (version B) prepared by Greater Manchester Police, Transport Statement prepared by Curtins, Travel Plan Framework prepared by Curtins, Flood Risk Assessment prepared by Curtins, Site waste management strategy prepared by Curtins, Environmental Standards statement prepared by Hoare Lea, Energy statement prepared by Hoare Lea, ventilation strategy prepared by Hoare Lea, phase 1 ecological survey prepared by ERAO, tree survey and management strategy prepared by Godwins tree consultants, archaeological desktop assessment prepared by Salford Archaeology, ground conditions statement prepared by Ian Farmer Associates and TV reception survey prepared by G-Tech stamped as received by the City Council, as Local Planning Authority, on the 10 April 2019

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

3) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work 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).

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

(a) A phased programme and methodology of investigation and recording to include:
 - A historic building survey (Historic England Level 3)

- Archaeological evaluation through trial trenching
 - informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)
- (b) A programme for post investigation assessment to include:
- analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
- (c). Dissemination of the results commensurate with their significance, including provision for interpretation panels and a booklet.
- (d). Provision for archive deposition of the report and records of the site investigation.
- (e). Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

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

5) Notwithstanding the details submitted on the 27 September 2018, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Maximise use of green SuDS in design, e.g. green roof
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- 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 climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;

-Construction details of flow control and SuDS elements.

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

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

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

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

- Display of an emergency contact number;

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

Each phase of development shall be carried out in accordance with the approved construction management plan.

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

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

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part of the development.

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

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

For the avoidance of doubt this shall include:

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

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) 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).

11) (a) Notwithstanding landscaping strategy included within the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019 prior to the first occupation of the residential element of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting and boundary treatments) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement prepared by Hoare Lea statement stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

13) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, prior to the (a) first occupation of the residential element and (b) first use of each commercial units, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the residential element and each commercial unit and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and

saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

14) Notwithstanding the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, (a) prior to the first use of each commercial unit as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall then be implemented and a post completion survey submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first use of each of the commercial units. The measures implemented shall be retained and maintained for as long as the development remains in use.

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

15) The acoustic insulation of the residential accommodation hereby approved shall be carried out in accordance with the attenuation measures set out in in the noise and vibration section of the ES stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019.

Prior to the first occupation of the residential accommodation the measures shall be implemented shall be retained and maintained for as long as the development remains in use.

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

16) Prior to the first occupation of the residential accommodation details of the refuse arrangements and waste management strategy 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 occupation of the residential element and thereafter be retained and maintained in situ for as long as the development remains in use.

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

17) Prior to the first use of the commercial units hereby approved, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, the refuse arrangements and waste management strategy 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 each commercial unit and thereafter be retained and maintained in situ for as long as the development remains in use.

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

18) Prior to the first use of each of commercial units, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units within each phase and thereafter retained and maintained in situ.

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

19) Prior to the first use of each of the commercial units as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

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

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

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

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

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

22) When the development is firstly occupied, Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

23) Prior to the first use of each commercial unit, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for each respective unit and shall thereafter be retained and maintained.

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

24) Prior to the first use of the communal roof terraces, the opening hours for the terraces shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terraces shall then operate in accordance with the approved hours.

Reason – In the interest of 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).

25) The commercial units as shown on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, 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.

26) The commercial units, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, can be occupied as A1, A2, B1, D1 (with the exception of a place of

worship) and D2. The first use of each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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.

27) Prior to the first use of the residential element building 1 of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of building 2 and 3 shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

29) The development of each phase shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

30) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019.

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

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

31) Prior to the first occupation of the residential building element, the provision of 361 cycle spaces, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, shall be implemented prior to the first occupation of the residential element of each phase of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

32) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

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

33) Prior to the first use of the residential element within the first phase of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to 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:

- Amendments/new TROs on Ellesmere Street and Arundel Street (including the provision of 2 loading bays);
- New vehicular access/egress on Arundel Street; and
- Footway improvement and reinstatement works around the perimeter of the application site.

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

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

34) Notwithstanding the TV reception survey prepared by G-tech, stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

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

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

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

36) Prior to the first occupation of the residential element of the development hereby approved, details of the provision to promote car hire scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of each phase of the residential element of the scheme and thereafter retained and maintained in situ.

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

37) Prior to the first use of any commercial unit within the development as indicated on drawing 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019,, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of each phase of the development.

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

38) Prior to the first occupation of the development details of the provision of 4 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, within the car parking area as shown on 10090-1903-A-G200-P-100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2019. The approved details shall be implemented prior to the first occupation of the development and thereafter made available and retained for as long as the development is in use.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

39) 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.

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the

developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Radar mitigation scheme means a detailed scheme to be agreed with NATS which sets out the measures to be taken to avoid at all times the impact of the development the M10 Primary and secondary surveillance radar and air traffic management operations of NATS
- Bats can, and do, turn up in unexpected places. If bats are found at any time during the course of demolition works then works must cease and advice sought for a suitably qualified person about how best to proceed. All bats and their resting places are legally protected.

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: 123261/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

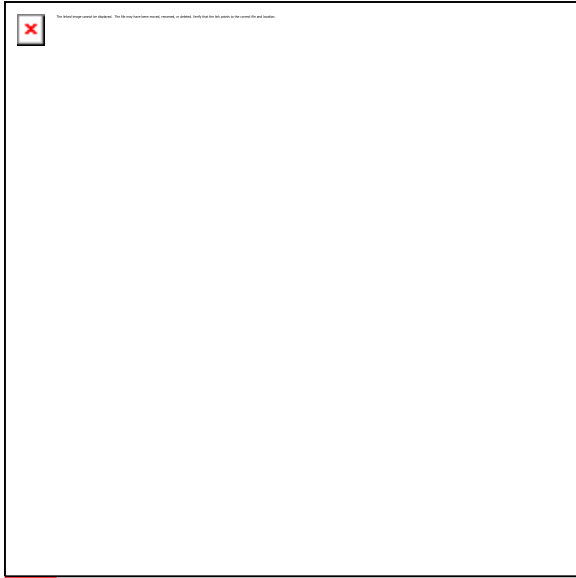
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Canal & River Trust
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Planning Casework Unit
 BMBB Residents Association**

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 : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121375/FO/2018 and 121447/FO/2018	16th Oct 2018	27th Jun 2019	Piccadilly Ward

- Proposal**
- (a) Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.
 - (b) Erection of one and two storey market stalls for flexible commercial uses (Use Classes A1, A3 and A5) at ground and first floor (following demolition of a wall) and the and related access, landscaping and other associated works (temporary 5 year period)

- Location**
- (a) 20 - 36 High Street Including Church Street Market Stalls, Manchester, M4 1QB.
 - (b) Land Bound by The Northern Quarter Multi-storey Carpark, Church Street And Red Lion Street, Manchester, M4 1PA

Applicant ASE II Manchester Limited, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

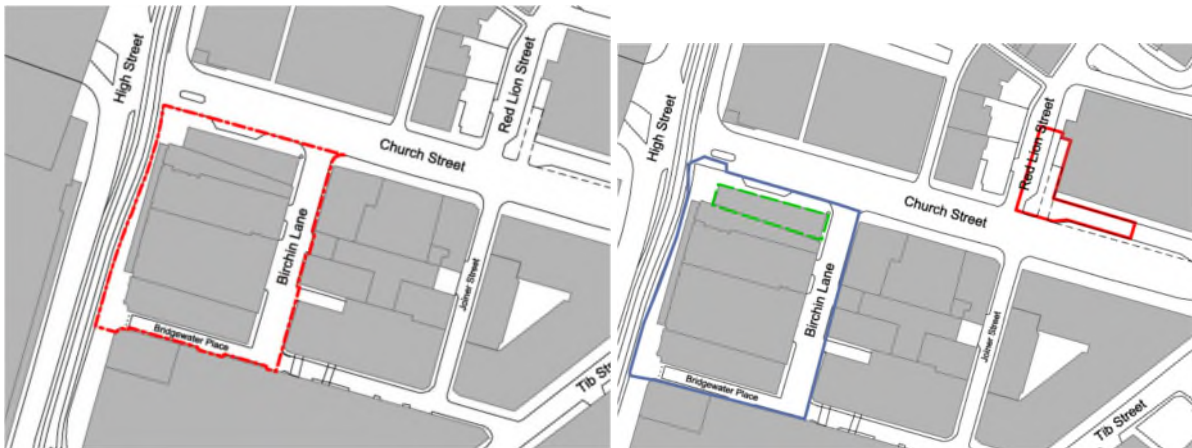
DESCRIPTION OF SITE



These two proposals are inextricably linked and need to be considered together. The first relates to an island site measuring 0.35 ha. and bounded by High Street, Church Street, Birchin Lane and Bridgewater Place. It is at the boundary of the Northern Quarter and the retail and commercial core and is occupied by:

- 24-36 High Street - a 1960's building consisting of a with a two storey podium with four block above. It is set back from the pavement on Church Street.
- Five market stalls on Church Street – housed within a modern steel and glass structure in front of the set back podium.
- 20-22 High Street – a four storey building which is a non-designated heritage asset.

The second site is at the junction of Church Street and Red Lion Street adjacent to the Church Street Multi Storey Car Park.



121375 site plan

121447 site plan

The report will mainly refer to the new build development on High Street and when referring to the site at Church Street / Red Lion Street will refer to the **MSCP** site.

The site is on the edge of the Northern Quarter which contains a mix of commercial and residential uses including independent businesses that help to distinguish the Northern Quarter from other parts the City Centre. The Market stalls are part of that offer. The Arndale Centre is opposite and is a major component of the retail core and also includes a growing number of food and drink operations.

The site is in the south-west corner of the Smithfield Conservation Area, close to the Shudehill and Upper King Street Conservation Areas and immediately to the north of the Grade II Debenhams.

20-22 High Street makes a positive contribution to the Conservation Area and is a non-designated heritage asset.

24-30 High Street is largely vacant and contains an NHS Dentist with a 3 month rolling lease on an upper floor with Breakout Manchester (Escape Room), a drycleaners and a bookmakers on the ground floor. 20-22 High Street contains a ground floor café and mostly vacant office space above. Transport for Greater Manchester (TfGM) has equipment in the basement which supports Metrolink.

There are a variety of uses in the surrounding area including: digital, media and technology-based companies; creative and cultural industries; an established residential population, offices, hotels and serviced apartments, retail units and independent bars and restaurants.

Church Street and High Street are dominated by traffic rather than people and the existing buildings do little to attract pedestrian activity. The canopies that overhang the footway here and at the Arndale Centre and the taxi rank discourage movement between the Retail Core and Northern Quarter.

The market stalls would be re-located to the junction of Red Lion Street and Church Street. It is opposite a cleared site which has consent for 38 apartments (113713/FO/2016) which should commence this year, and close to a bus stop. This is near to where the markets were historically located. A 7 to 10 storeys development of 183 apartments (114146/FO/2016) is under construction on a former car park on Church Street opposite the site.

There are apartments close to both sites at 4-6 Union Street (13 units), 25 Church Street (80 units), 23 Church Street (49 units) and Pall Mall House / 3 Joiner Street (169 units). Accommodation operating as the Light Aparthotel is also located within these buildings.

Buildings to the south and west are generally of a larger overall scale than those to the north. Heights in the vicinity vary from Debenhams 7 storey, Afflecks Palace 5 storey, The Birchin 9 storey, The Lighthouse/ Pall Mall 15 to 20 storey and 25 Church Street 9 storey. There is a transition in scale along Church between different character areas of the Conservation Area, from that of the commercial core to the smaller scale typical of other parts of the Northern Quarter.

The character around this area is formed in part by large individual buildings, which occupy regular and irregular sites with total site coverage. This creates a dense urban environment which is different to other parts of the Northern Quarter and the Conservation Area where there is a much finer grain.

22 High Street is a stone and brick building designed for Holmes, Terry & Co and designed by W & G Higginbottom and was completed in 1917.



Its principal elevation is to High Street and it has buff heavily rusticated ashlar sandstone at the ground floor and plinth, with plain ashlar to the upper floors. There are carved Greek inspired mask keystones to the ground floor entrance, the shop entrance and shop window. The top floor is set back behind a decorative stone balustrade which includes a section of original iron railing. The north elevation has white glazed brick, which would have originally reflected light into a partially enclosed light well/loading passage. The south elevation is simple and largely functional, with continuous groups of paired sash windows within redbrick flat arched openings. A partial demolition in 1989 altered the rear of the building footprint at Birchin Lane and Bridgewater Place. Externally the building was made good in red brick.

The internal design and planform is relatively simple, with open plan floors, some of which are now subdivided. The High Street entrance has an Art Deco style blue tiled vestibule. The stairs and lift are largely unaltered, with an original cage lift and a 1950s hoist. The sash windows have original Art Nouveau stained glass. The top floor is open to the roof structure, and consists of a steel roof structure with timber boarding to the underside. The service hoist and service stair were lost in 1989. (Images of the building's interior are included later in this Report).

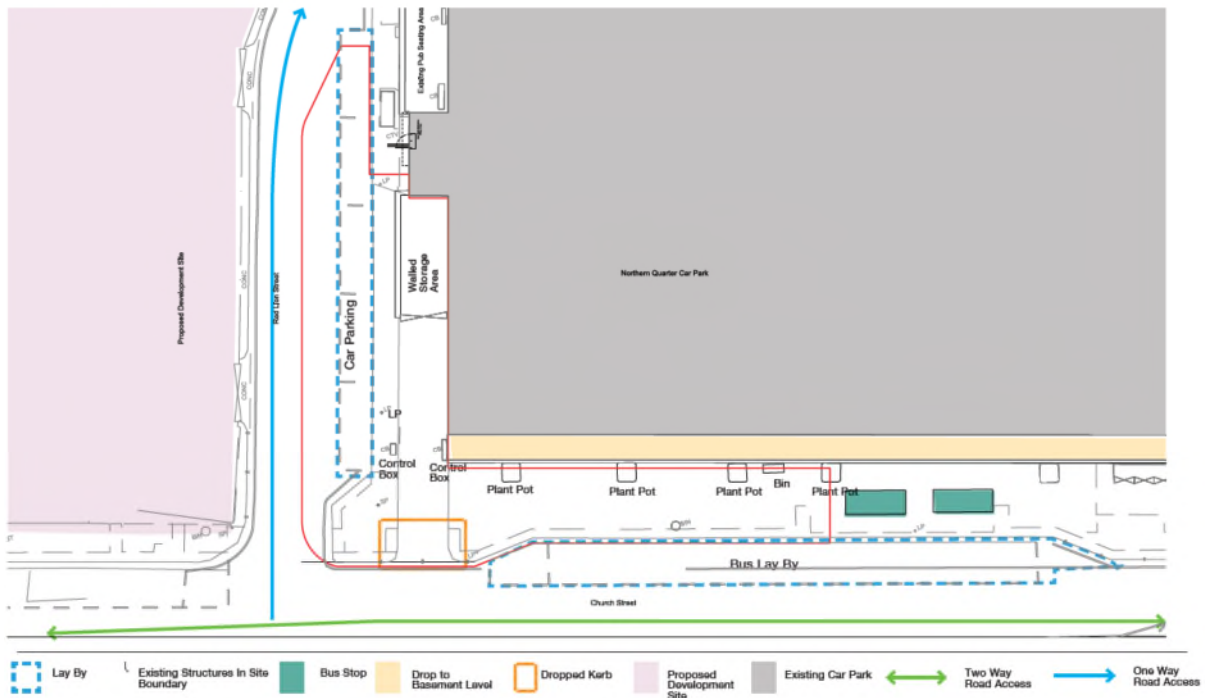
24-36 High Street is a poorly quality example of utilitarian Brutalist Architecture.

The Markets are in a steel framed arch structure. The stalls face Church Street with no communal or back-of-house areas. The traders use WC's within a neighbouring premises and take waste to the Arndale Centre.

Red Lion Street is one way to the north and into the Multi-storey Car Park. There are structures and street clutter within the site area, including a one storey brick store with metal gates; two Control boxes and a lamp post Church Street. There are a number of large planters on Church Street..

The site slopes gradually towards the bus stop but is mainly flat on Church Street and Red Lion Street. A 1.7m lightwell separates Church Street from the Car Park.

1.7 CONSTRAINTS



The sites are close to all forms of public transport with Metrolink stops at Market Street, Shudehill and Exchange Square and train stations at Victoria and Piccadilly. Bus services are at Shudehill and Piccadilly Gardens.

DESCRIPTION OF PROPOSALS

The applications propose the following:

121375- Construction of a 22 storey building comprising 361 apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5

x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed), ground floor commercial floorspace A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away). It would include public realm and a pedestrian route, with servicing and cycle parking, following the demolition of 20-22 and 24-26 High Street and the 5 market stalls on Church Street.

121447 - Erection of one and two storey market stalls for a temporary period of 5 years (A1, A3 and A5), following the demolition of a wall and access, landscaping and other associated works. This would relocate the stalls 70m further along Church Street and return them nearer to their historic position.

121375

The elevations of the building would have a tripartite subdivision and a 'U-shaped' plan form, set around an internal courtyard on Birchin Lane. The High Street/Church Street corner would be splayed and it would have a mansard roof from the 15th floor with projecting dormers.

The ground floor would be double height with a mezzanine floor providing scale to the High Street and Church Street frontages. There would be independent retail and food and beverage units. A large entrance at the centre of the High Street elevation would lead into a public courtyard (365 sqm). This would have commercial units facing onto it and the residential entrance and would provide an active space which could spill out into Birchin Lane. This would re-establish routes through the site which were lost in the early 1970s. A smaller link would connect the courtyard to Church Street allowing pedestrian connections through the block. The routes and space would be managed and could be closed to keep it secure at night if necessary. The courtyard would have a canopy to provide shelter to the seating areas to encourage year round use.

There would be apartments on floors 1 to 20 that comply with, or exceed the Residential Quality Guidance (RQG) standards. A landscaped roof terrace would provide communal spaces for residents. Many apartments would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

Access to the apartments would be off High Street with a secondary entrance from Church Street. Residents would be able to work 'from home' in a ground floor unit. The back-of-house and plant would be located facing onto Bridgewater Place.

The façade would be glazed ceramic panels of different sizes and textures with an undulating scallop detail, and windows set within deep reveals. The facades of the internal courtyard would have glazed white brick cladding. The glazed ceramic would respond to different lighting conditions during the day with the undulating scalloping delivering a dynamic façade that would vary in tone throughout the day.

The ground floor shop fronts would have capless glazed curtain walling although this could be structural glazing if it is technically viable within the development budget

At its highest point the building would be 72m above ground level

The pavement widths would be increased on Church Street from between 1.8 and 4.3 m to 5.4 to 6.3m. On High Street they would increase from between 3.3 and 6.1m to 3.5 and 6.1m and on Birchin Lane from 1.5 to between 1.8 and 3.6m. Changes to Bridgewater Place would be negligible.

Fumes would be extracted via internal risers or via ground level vents within the frontages of the ground floor commercial units. There would be 116 cycle spaces on the ground floor and 154 on the mezzanine. The ground floor spaces could be accessed internally from the common circulation area and externally off Birchin Lane. The spaces at the mezzanine level could be accessed via the common circulation and lift core to avoid the need for stair rails.

16 Sheffield cycle stands would be provided in the public realm at Birchin Lane and could be used by visitors. No on-site parking is proposed and initial discussions with nearby parking operators indicate that contract parking could be available. A Framework Travel Plan has been submitted in support of the application.

Ventilated refuse chutes would be on each floor by the main lift. A tri-separator would allow residents to select the type of waste: general; co-mingled; and pulpable. The refuse store would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00' with 0.43sqm of space per apartment.

The retail/restaurant refuse store would be off the central courtyard. The exact specification would depend on the nature, layout and requirements of the tenants. A detailed refuse strategy would be produced once tenants are identified. A designated lay-by for retail deliveries would be located on Birchin Lane.

The apartments would be sold on the open market and a dedicated management company would be established for the block. A draft Residential Management Strategy addresses secure access, the 24 hour staffing of a concierge desk, upkeep of communal areas and the co-ordination of waste storage and disposal.

The Site is located in a low flood risk area (Zone 1).

121447

The relocated stalls would include a management office, accessible toilet, store, a refuse store and outside seating. There would be three stalls on Church Street and two on Red Lion Street. An external seating area bounded by planters would be located across a walkway on Red Lion Street.



Retractable shutters would be used to provide shelter when open. The entrance would be at the northern end of Red Lion Street and include a platform lift and staircase to the first floor with a stair on Church Street. A refuse store would be accessed off Red Lion Street. The aim has been to maximise the street presence of the markets. The footway width on Church Street in front of units would exceed 2m when they are open except for in front of Unit 5 where the clear access route reduces to 1,7m.



There would be a roof terrace with seating and tables for customers of the upper floor food units. The upper floor of unit 5 would be back-of-house or stock store. The final distribution and division of units would be determined with Manchester Markets. The units would be constructed from a mixture of pressed and flat sheet aluminium with set back coloured metal backed mesh shutters.

Six 240L Eurobins would be stored at the new site (The traders currently take waste to the Arndale Market). Refuse vehicles would load off peak from Red Lion Street. Deliveries would use a lay-by on Church Street. A platform lift and stairs would provide access to the first floor. It would be used by disabled people and for goods/refuse transfer and its size would meet accessibility requirements.

Waste would be split into the following bins and would be collected daily:

Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc - 1 x eurobins
 Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc – 1x eurobins
 Green - Organic waste (recycled) - food stuffs etc - 1 x 23l bins
 Garden Waste 1x Eurobin
 Black General waste (non-recycled) - all non-recyclable 1 x eurobins

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

In support of the proposal, the applicants have stated

- The Applicant has worked closely with the local community and other stakeholders throughout the pre-application process. Extensive consultation was undertaken, including with the existing Church Street market stall holders and the Northern Quarter Forum. The approach of the project team has been to respond positively to consultation comments and to consider these comments as part of the design evolution. Overall the feedback has been positive with consultees welcoming the comprehensive redevelopment of the Site.
- The applicant ASE II Manchester Limited is part of CEG. CEG manages a 10.5 million sq. ft. portfolio of commercial space around the UK which is home to more than 1,000 businesses. The company is also bringing forwards 8,500 acres of land which can deliver 45,000 new homes and 10 million sq. ft. of commercial space.
- CEG's approach is to work with local communities to ensure proposals are evolved that are best suited to the local area, providing solutions for important issues such as integration with existing communities, meeting housing and employment needs, provision of new facilities and enhancing the local environment.
- CEG has a proven track record of delivering strategic projects with a focus on place making; delivering inspired space for lives to flourish, neighbourhoods to grow and for businesses to develop;
- The proposed landscaping and public realm treatments will revitalise this part of the City, into a welcoming destination which is accessible to all.

This planning application has been supported by the following information

Design and Access Statement (including Waste Management Strategy Lighting and Landscape and Public Realm Strategy) Archaeological Assessment
 Commercial Management Strategy
 Crime Impact Statement
 Ecological Assessment
 Ecological Assessment
 Energy Statement
 Environmental Standards Statement (Sustainability Strategy) Flood Risk Statement and Drainage Strategy
 Residential Management Strategy
 Statement of Community Consultation
 TV Reception Survey
 Ventilation Strategy
 Viability Assessment

Environmental Statement: with the following Chapters

Introduction
 Construction Management and Phasing Air Quality
 Heritage Assessment
 Noise and Vibration
 High Street Manchester – Planning and Tall Building Statement
 Sunlight, Daylight and Overshadowing Assessment – Townscape and Visual Impact
 Transport
 Wind
 Cumulative Impacts
 Non-Technical Summary

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

CONSULTATIONS

Publicity – The proposals have been advertised in the local press as:

A development accompanied by an Environmental Impact Assessment, a major development, affecting the setting of a listed building and the setting of a conservation area (121375); and,

As a public interest development, affecting a right of way and the setting of a conservation area (121447).

Site notices have been placed adjacent to the sites. The occupiers of adjacent premises were notified and 52 letters of objection have been received on 121375.

A further 10 day notification of neighbours (121375) took place when it emerged that some of the tables within the Sunlight, Daylight and Overshadowing Chapter within the Environmental Statement were incorrectly formatted. 9 more objections have been received some of which re-iterate previous comments (all 9 letters came from

people who had already objected in response to the original notification) This did not present any additional analysis of the impacts compared with the initial Report, which formed the basis of the previous notification), but merely corrected some numerical errors in some of the tables. It did not affect the analysis or conclusions.

Many objectors support the principle of the regeneration / redevelopment of the site but oppose the form proposed. The objections relate to the impact on adjacent Listed Building and the Conservation Area, loss of 20-22 High Street, design and scale, loss of sunlight and daylight, privacy and overlooking and Traffic, Highways and parking..

Design and scale

- Unacceptable in terms of scale, relation to context and nearby buildings;
- Should be a higher quality and reference the traditional brick architecture;
- Would tower over other buildings such as 25 Church Street and would be detrimental to the local environment;
- At 3 x the height of the existing and 2 x the height of the majority of adjacent buildings it would be out of character with the area;
- Scale would be overbearing and out of context with the setting of the Conservation Area where there are no overbearing buildings;
- The mansard roof should start lower down the building to reduce the impression of scale and massing and impact on existing residents;
- Not in keeping with the architectural traditions of the Northern Quarter but a generic high rise that can be found anywhere and will look tatty in 10 years; the proposal disregards the Smithfield conservation area guidance where guidance suggests *'New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.'*

If the guidance is not be applied rigorously across the quality and character of the conservation area would be eroded. To suggest that the height should relate to buildings further away because it is visible from further away, is an example of circular logic.

The applicant refers to is the Light – but this has a significantly smaller footprint and the tower is set back from the pavement by approx. 20m. High Street is taller in height and at back of pavement. If by 'the illustrative views show that Debenhams is dwarfed.

Impact on Non designated Heritage Assets within Site

- The loss of the existing building would have an adverse impact on the City's built heritage and it should be incorporated in the scheme;

- Would have an unacceptable impact on the unique character of the Northern Quarter.
- The façade should be incorporated into the development;
- Irreplaceable buildings which appear to be in good order should be preserved.

Impacts on Amenity

- The construction would generate noise and dust and windows would need to be closed which would be an inconvenience and the full impacts must be fully considered and communicated;
- Adverse impacts on residents outlook would decrease the quality of their lives;
- Church Street is a busy residential area that is being overtaken by commercial entities which is not sustainable or fair to residents;
- More cafés / restaurants/ bars and nuisance would impact on the Northern Quarter and on the quality of living for long term residents; The permission should be limited to classes A3, B1 and D2;
- The bin store and plant room are directly opposite the entrance to The Birchin on Joiner Street. Rubbish could be left on the pavement opposite the front door with visual impact, smells and increased vermin, as well as difficulties with access for refuse wagons.
- Noise would be audible in adjacent apartments and the scale and massing to Birchin Lane would cause disturbance to adjacent residents due to tunnelling effects;
- It would exacerbate high and unacceptable levels of air pollution through its construction, design (trapping air within canyons created by tall buildings) and following completion due to increased levels of traffic associated with the development;
- It would have inadequate levels of refuse provision;
- The wind impacts have not been adequately dealt with;
- The area around the site would become overcrowded noisy and dark;

Effect upon living conditions of existing residents

Daylight, sunlight and overshadowing impacts

- There is no evidential basis for the conclusions of the Sunlight and Daylight Assessment that impacts of moderate to major significance which might be noticeable to residents would, when considered in the context of the retained levels and the urban context, have an overall effect which would be of minor adverse significance and this needs to be quantified
- It could be argued that the additional impact of a building 3 x higher is unacceptable even where windows already have a low VSC :
- The significance of the effect on windows in Birchin Lane is considered to be of no greater than moderate adverse significance.'. (Paragraph 9.122 p. 109, Environmental Statement Volume 1) directly contradicts the evidence of the modelling and demonstrates a clear lack of understanding of the methodology which has been followed. Of 12-16 Church Street, the Environmental Statement states:

'Due to the increase in the scale of the massing on the site compared to the existing buildings and the very narrow separation distance between this building and the site, all of the 23 site facing rooms will experience changes in VSC which are of major adverse significance in percentage of baseline terms.' (Paragraph 9.130 p. 110, Environmental Statement Volume 1)

This does not require any further explanation. Despite these adverse effects on daylighting, the statement concludes that:

'Whilst the construction of the proposal will cause some daylight and sunlight effects which are greater than minor adverse in significance, no further mitigation measures, other than the design of the scheme itself, are offered.'(Paragraph 9.181 p. 117, Environmental Statement Volume 1);

- This development could cause some extreme loss of light for the majority of occupants in some adjacent buildings as the existing building on the site is only 6 storeys. This would be dramatic as many apartments facing the site have just 2 windows, both of which face it. Converted buildings can have unusual layouts with windows lighting rooms other than those they are situated in. The loss of light is more severe than suggested. Reducing any of this natural light will result in some rooms being unusable. The dramatic change in light is recognised in the Daylight and Sunlight Assessment: identifying instances where rooms experience VCS alterations which are of major adverse. The majority of rooms will experience similar levels of changes in NSL. This suggests that the occupants of these rooms are likely to notice a change in the level of their daylight amenity as a consequence of the construction of the proposed development." The height should decrease to 6 storeys to remove these adverse effects.
- If the applicant claims that they do not intend to trivialise the impact of the scheme they should produce views of the building in context on Church Street. The views provided only show 7 of the proposed 22 storeys.

Impacts on Privacy

- It does not afford adequate privacy and no mitigation is proposed; This would restrict the use of adjacent balconies and every room in some buildings would be overlooked;
- Windows would be 7m from windows in the new development. Residents will have to close the curtains and block out whatever little natural light there is. .

Traffic, Highways and parking provision

- More traffic would make congestion worse and affect quality of life;
- How and where would construction vehicles and staff gain access for parking and unloading without causing a hazard or inconveniencing neighbours;
- Closing the back streets entirely to non-essential traffic should be considered to create a better environment and reduce traffic noise and impact;
- Some integral parking should be provided. Surface parking has been lost. The Tib Street development has 60 spaces within the Church St MSCP and there should be a similar provision here. It would increase on street parking.

Impact on Markets

- The market which has operated for 50 years and is a bustling commercial environment which attracts shoppers and tourists to the area would be destroyed. The impact would be catastrophic on business within the market area and will eradicate the livelihoods of the market stall holders which are all small businesses.
- The proposal is not in keeping with the area and will damage the community and culture which has developed around the market stalls, customers and visitors. The unique character of the neighbourhood will be eradicated as a consequence of the development.
- There has been a complete lack of information from both proposed developers and council officials in relation to what is happening in terms of the proposed relocation of the market to the adjacent side of Church St.

Other Issues

- The proposals are contrary to the Core Strategy policies DM1 and H2.2, the NPPF and Practice Guidance in relation to paragraph 25 and the Guide to Development.
- A live music venue would be lost which is killing off night life and shopping. The Ruby Lounge is one of the last places that real Mancunians can actually enjoy themselves;

- The lack of affordable housing is unacceptable;
- Inadequate consideration of how emergency vehicles would access and deal with fires around the site which was an issue recently at Pall Mall House;
- The public consultation was flawed as it asked questions relating only to the principle and not the form of development or options;
- Property values would decrease;
- The new residents would put unacceptable strain on on infrastructure including dentists, GP's and access to green space;
- The apartments are rental only which will lead to a transient population which is not compatible with the creation of a sustainable community;
- The Church Street market stalls are important to the Manchester Community and should not be removed;
- The council have done a tremendous job of marketing Manchester to the country, and the world on the basis of its industrial heritage. Individual areas of the city should maintain their individual personalities. The council has implemented an excellent programme of building high-rise apartments in other areas of the city to accommodate the growing population, where they are less intrusive on the existing buildings. If the Northern Quarter is to maintain its identity, and to deliver on the promise extended to those relocating to Manchester of a quirky, independent environment, this location needs a building which respects and preserves its traditions: a building where independent retailers can still run their one-of-a-kind second-hand bookstores and organic groceries;
- The Light Hotel only occupies the upper floors of the building floors 1-9 are residential and this is not reflected in the submission;
- The creation of a city comprising high rise buildings is rendering it inhospitable catering to the needs to wealthy developers rather than its citizens.

The developer of the adjacent development site at the junction of Red Lion Street and Church Street has requested that the continuity of the delivery of their development is considered as part of any Construction Management condition attached to any consent granted.

Commenting following the re-notification, one objector made some specific comments on the Sunlight and Daylight analysis

This has examined Church Street in more detail as the street with the most affected windows,(although notes that the windows of the properties on Bridgewater Place and Birchin Lane (Joiner Street) will be considerably more adversely affected due to their closer proximity to the proposed development)

They note that on floor 1 of Church Street the angle of obstruction from the centre of the windows as a result of the proposal will be **70 degrees**. On floor 6 the angle of obstruction will be **64 degrees**. On Bridgewater Place and Joiner Street the angle of obstruction is greater than 80 degrees on floor 1.

They state that according to the BRE Guidelines, the target for VSC should be 27%. If VSC is between 5% and 15% it is very difficult to provide adequate daylight unless very large windows are used. If VSC is less than 5% it is often impossible to achieve reasonable daylight, even if the whole window wall is glazed. .

Therefore, according to their analysis and the BRE guidance, it would be impossible to achieve reasonable daylight to any windows below the 6th floor in Church Street due to the obstruction caused by the proposal.

A similar analysis can be conducted from the data in Appendix 9.2 of the Environmental Report. According to this data, as a result of the proposal 163 of 277 windows on Church Street will have a VSC of below 15%, and 52 windows will have a VSC of below 5%.

In other words, it would be very difficult to impossible to provide adequate daylight to the majority (59%) of affected rooms on Church Street due to the obstruction caused by the proposal.

- They also note that the authors of the Environmental Report state that BRE Guidelines do not constitute planning policy:

‘The advice it gives is not mandatory and should not be used as an instrument of planning policy... In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the heights and proportions of existing buildings’.

(Environmental Report, p. 93)

It is their contention that BRE are recognised expert witnesses concerning daylight assessment and they do believe their guidance is pertinent and represents a reasonable interpretation of the relevant areas of planning policy concerning daylight and sunlight, as listed below:

National Planning Practice Guidance:

‘Some forms pose specific design challenges, for example how taller buildings meet the ground and how they affect local wind and sunlight patterns should be carefully considered.’ Paragraph 25 (Reference ID 26-025-20140306)

Local Planning Policy:

‘The Council will not allow development which will have an unacceptable impact on residential areas.’

Policy H2.2, Saved Policies of the Manchester Unitary Development Plan (2007)

'All development should have regard to the...effects on amenity, including privacy, light...' Policy DM 1, Manchester Core Strategy (2012)

'It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones...'

'New developments must respect the amenity and character of existing homes...'
Paragraphs 2.14, 11.37, Guide to Development in Manchester, Supplementary Planning Document and Planning Guidance (2007)

Nonetheless the applicants suggest that the proposed development represents an example of 'special circumstances' where the BRE target for VSC of 27% should not apply, as this 'requires that there is no obstruction in front of the window that is higher than 25 degrees' which is 'rarely achievable in an urban or City centre environment').

Citing Appendix F of the BRE Guidelines, they note that the authors of the Environmental Report propose instead that in a city centre:

'A typical obstruction angle from ground floor window level might be close to 40°. This would correspond to a VSC of 18%, which could be used as a target value for development.' (Environmental Report, p. 100).

They have therefore examined the applicant's proposed VSC target of 18% to study the impact this would have on the massing of the proposed development. As shown below, this would result in a massing that closely matches the heights and proportions of the existing buildings on Church Street, as both the BRE guidelines and the Smithfield Conservation Area Statement recommend. However the design as proposed does not appear to take any account of the implications of this target.

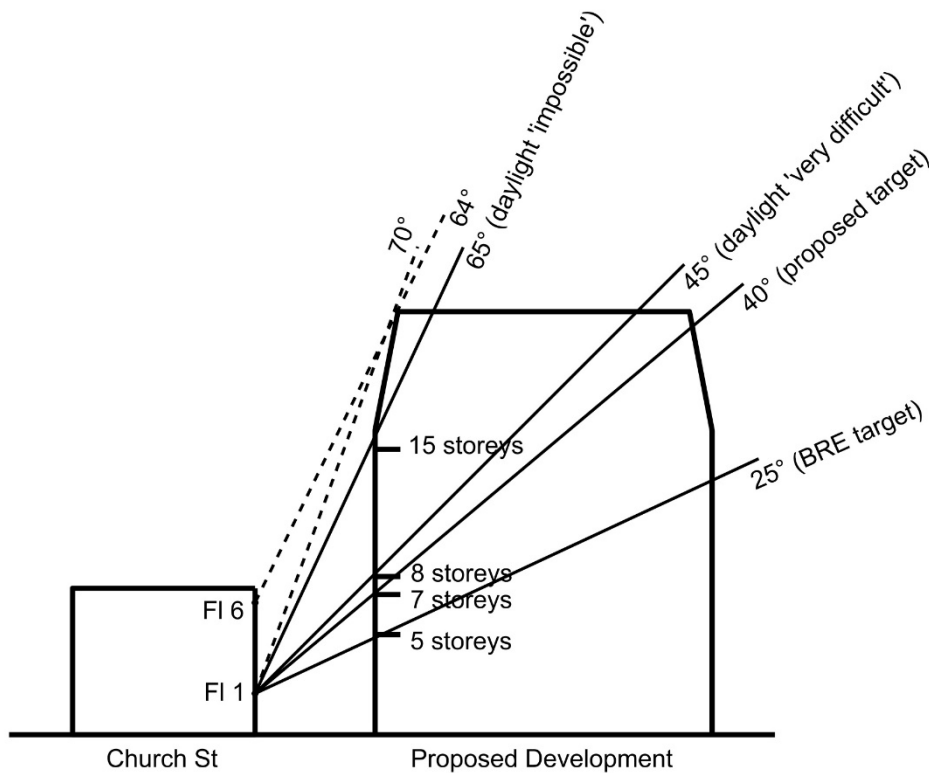
They note that BRE Guidelines recommend that a 'limiting envelope' is generated, 'giving the maximum size of the development for loss of light to remain within the BRE guidelines.'

They note that the architect has undertaken a similar process very successfully at Broadcasting Place, Leeds, where the form of the building, placement and shape of the windows was optimised for daylighting

As an indicative exercise they have taken the BRE target of 27%, the proposed target of 18%, as well as notional reduced VSCs of 15% – described by the BRE as 'very difficult to provide adequate daylight' – and 5% – described as 'impossible to achieve reasonable daylight' – and overlaid the corresponding obstruction angle from Church Street onto the massing of the proposal.

If the BRE target were to be met, the proposal should be limited to 5 storeys. If the applicant's own target of 18% were to be adopted, the proposal should be limited to 7 storeys approximately the same eaves height as the existing buildings on Church Street,. If a notional target of 15% were to be adopted, the development should be limited to 8 storeys. Even if a target of 5% were to be adopted, the proposal should

be limited to 15 storeys.



Daylight	VSC	Obstruction angle	Storeys
BRE target	27%	25 degrees	5
proposed target	18%	40 degrees	7
'very difficult'	15%	45 degrees	8
'impossible'	5%	65 degrees	15

Instead the proposal has an arbitrary height of 22 storeys. As the above drawing shows, the mitigating impact of the proposed mansard setback from floor 16 upwards is negligible.

Clearly the proposal does not 'miss' BRE targets by an incremental amount, but systematically fails to meet either BRE targets or the proposed targets set out in the Environmental Report. Despite this, the Environmental Report concludes that there will be 'Negligible to Moderate Adverse effects on the daylight and sunlight amenity to the surrounding residential properties'

In relation to the modelling of daylight (ADF) they note that the 'Sunlight / daylight analysis specifically prompted the inclusion of light glazed bricks and reduced façade depth to aid light reflectance into neighbouring buildings'. It is not clear how the modelling undertaken has accounted for reflected light from the proposal however they note that the BRE Guidelines state that:

'Maintenance of such surfaces should be planned in order to stop them discolouring. And often the benefits may not be as great as envisaged, partly because of ageing of

materials and partly for geometrical reasons. The vertical surface of an obstructing building will only receive light from half of the sky. If it is itself obstructed, less skylight will be received and reflected. Thus even if it is light coloured its brightness can never approach that of unobstructed sky.'

They note that no maintenance strategy has been provided.

They also note that according to BRE Guidelines and BS 8206-2 Code of Practice for Daylighting, an ADF of 5% is recommended for a well day lit space and 2% for a partly day lit space. Below 2% a room will appear dull and electric lighting is likely to be turned on. BS8206-2 recommends minimum values of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. There are no recommended maximum values, however 'achieving 2% in living rooms, for instance, will give improved daylight provision, and 3% or 4% would be better still' (BRE Guidelines, p. 4

The modelling that has been conducted does not show the total number of rooms that will be affected by reduced ADF. However, throughout the Environmental Report, the authors refer to the base minimum standards from BS8206-2 as 'recommended levels' (see pages 108, 110, 111, 115, 116).).

They believe that it is not clear how the modelling takes the supposed reflectance. Into account, and the modelling of the neighbouring buildings has been simplified. For example, the depth of the window reveals and fenestration have not been correctly modelled in detail. It is also not clear what assumptions have been made about room areas in the calculations. This will have a significant impact on the ADF measurements stated.

Even taking these assumptions into account they note that the analysis shows that BRE minimum standards for ADF are not met.

In relation to the public consultation they note that the Statement within the submission about the public consultation that was conducted are factually incorrect as at no point was feedback on the actual submitted design sought. This is confirmed by the Statement of Community Engagement in the Design and Access Statement (p. 37). The timeline of Design Evolution (pp. 42-43), also shows that no consultation was conducted between 'Massing Options' in 2017 and 'Massing Finalised' in early 2018.

Initial massing options are described by the architects as 'unsatisfactorily disjointed and overly tall' (p. 42). One option appears to show a step back at lower level to Church Street (lower right corner). This option is rejected in favour of the final massing, which appears to be the same height as those described as too tall. There is no evidence to show that the impact of the different massing options on levels of daylight has been tested as per BRE Guidelines, and at no stage were any of the proposed massing options depicted in the Design and Access Statement presented to the public.

Whilst the re-notification related just to issues with data presentation within the submitted Sunlight, Daylight and Overshadowing Chapter of the Environmental Statement a number of previous objectors have re-iterated their previous comments

which are detailed above. However some additional comments have been made as follows:

That the scale and location of the commercial refuse store is inappropriate, making it likely that commercial refuse will be left on Birchin Lane or Church Street for indefinite periods of time.

That noting a new plan provided to show Refuse Vehicle access to Bridgewater Place and a Consultation Response from Deloitte which states that:

Turning movements at the Bridgewater Place have been reviewed and no longer encroach on kerbs/buildings. It is, however, likely that most service vehicles will exit Birchin Lane via Bridgewater Place rather than Church Street, avoiding significant reversing movements. (Consultation Response, p. 11)

Points out that Bridgewater Place is a cul-de-sac. Service vehicles will be required to reverse regardless of exit route. Furthermore, despite the additional commercial units proposed for the site an existing loading bay on Church Street has been removed and replaced with a half-width bay on Birchin Lane. This bay will be in frequent use, potentially blocking access to Bridgewater Place for both waste disposal and emergency vehicles.

Manchester Conservation Area and Historic Buildings Panel – The Panel felt the existing building to be poor but has more significance as not many of this architectural style remain. Its massing relates well to other buildings in the conservation area and it fits in with 22 High Street and Debenhams. They questioned how the demolition of the existing buildings and the erection of the proposed would contribute positively to the character of the conservation area. There is generally a uniform building height on High Street and the proposal would have a detrimental impact on Debenhams and dominate the street scene.

They were disappointed that it paid no regard to 22 High Street. The High Street elevation of Debenhams is especially sensitive. They felt the building was generally high quality in terms of its design and detailing, well-articulated using high quality materials. They had concerns over the details on the Mansard, stating it would be difficult to get this detailing right, over the bizarre non 45° corner on Church St. They also felt that the dormer/bay windows looked too busy and the scheme would improve if nearer the precedents the applicant had proffered. While the Panel felt ceramic buildings often exude quality they questioned whether different texture, colour and/or a larger module at lower levels would weather more successfully in this harsh urban environment. They advised that the building clarify the hierarchy of entrances and there should be more grandeur and scale to the residential entrance.

Whatever the merit or not of the existing building, its main function is the setback which allows the market stalls to be there and forms an 'easy' corner between High St and Church St. This area is an important connection between the Northern Quarter and High Street. The proposal would continue a forbidding line of development on High Street and increase the disconnection to the Northern Quarter.

The proposal should preserve the building line on Church Street and retain no. 22 High Street. The building would then subtly respond and relate to its surrounding buildings. They considered the market stalls to be in a good location and an important nodal point between the Arndale Centre and the Northern Quarter and also provided an important pausing point. The scheme would not enhance the character of this part of the conservation area. They considered it to be a standalone building which would have a detrimental impact on surrounding buildings. The Panel would like to see the new markets moved and relocated before any approvals are given and development commences. The Panel noted that this is a fundamental building/site in the conservation area.

Places Matter – Made a number of observations on the proposals at a pre-application meeting which are summarised as follows:

Architecture and Massing

- The whole city block sits on a prominent corner, which is capable of taking this scale of development, in an area that currently lacks any consistent form.
- The metropolitan scale of the proposal was felt to be refreshing and a really interesting response to the pressures of accommodating additional upper floor space.
- The way the building hit the ground, with the invitation to enter the courtyard helping to break up the mass at ground floor and drawing people through the building through the use of space and the proposed market stalls was supported.
- More should be made of the key entrance point on Market Street, which needs a more exaggerated scale to make it yet more metropolitan and to really tell people that there is a courtyard behind.
- The oversized door to Debenhams could be translated across to this block and you should seek to ensure that the lines from that building read across to the new building.
- The proposals were considered to be almost too reverential to Debenhams and there was encouragement to explore raising the Church Street / High Street corner.
- There is a strength and elegance in the overall approach and the panel was tantalised by how close you are to creating something that Manchester does not currently have, but you must ensure that daylight and life style quality for residents are maintained.
- Materiality above the cornice line will be a critically important decision; currently the visuals show the scheme as all one material. It could be different

and you should consider how best to address the corners of the building and whether High Street / Church Street is the major corner of the building

- The ordering of the façade, with its mathematical rhythm and connections across to Debenhams was commended.
- References to mirror London Mansion Blocks were supported along with the intention to create an exaggerated Mansard above the cornice line and “melt” the roofline.
- The position of the string course were considered to be critical in maintaining the scale and clarity of the proposition in context with Debenhams.
- The option for retaining the existing older building adjacent to Debenhams was debated and it would have been interesting to see how that might have ‘bookcased’ the two buildings. On balance the scale and challenge of the block itself was seen as most important.
- Material choices should seek to retain the lightness of the bundling, which was felt to be very interesting. It was stressed that in creating a building of such scale, the requirement for high quality materials and detailing must match this imposing scale.

Landscape and Public Realm

- The approach to seeking to channel people through the building and make the links between the Arndale Centre and the Northern Quarter was supported.
- Noting the robustness of the surrounding public realm there is a need for weighty materials and strong edges, which need to be maintained and carried through in to the building courtyard.
- Given that this is a proper city building block and the Birchin Lane side could be a very interesting space if brought fully in to the courtyard. Similarly, the service zone to Bridgewater Place needs to be wrapped in through the use of high quality materials.
- At 18m² the courtyard is not a big space and you should strive to make it bigger if possible and see how it might add more daylight to the lower apartments.
- Internal arrangements need further consideration such as other options for entering the residential elements via the courtyard and the position of the bike store was felt to compromise the courtyard in terms of drawing people in and in maximising the opportunity for retail and market uses.

- The notion that the courtyard could be a hybrid space, somewhere between a courtyard and a covered arcade, was supported, so long as it retains a sense of being 'of Manchester' and does not move towards becoming a slick city solution.
- Integration with the wider public realm will be critical to the success of the space.

121375

Ward Councillors – An objection has been received from Councillor Wheeler which states that the application does not meet council policy on affordable and social housing, offers a derisory amount of S106 for the scale of development, and makes no real contribution to the ward. No Mancunian is spending £450,000 to overlook the Arndale.

Councillor Adele Douglas notes that Historic England has recommended that the proposals are refused, or resubmitted in 'significantly amended form to take more account of the conservation area character and the associated scale, height and grain. This would require significantly reducing the overall scale of the development and reconsidering its form.'

She believes that the impact of the proposal on the historic setting of the Smithfield Conservation Area would be large, as it would dominate the views and remove attention from the heritage assets in the area.

She is also concerned about the responses given by the developer to these concerns; the applicant seems to be suggesting that because the site is nearer the edge of the conservation area that it is acceptable for the edges of the conservation area to be eroded in quality and character – She is aware that there is current work on the reassessment of the Conservation Areas but this has not yet happened and it is for officers, not developers, to decide where these boundaries lie. Additionally, to have a scale relating not to the conservation area but instead to 'large retail and commercial palaces' further away in the city does not seem in keeping with the spirit of either the planning laws nor the heritage protection guidelines. To suggest that it is appropriate for the upper levels of a building to relate to further distances away, simply because it is visible from further away, does not make sense, especially when not taking into account the effect on the buildings in the direct area.

She would welcome a refreshed proposal that is more in keeping with the area and that has a neutral or positive impact on the heritage setting, as at present this one has a negative impact.

Historic England – Have concerns on heritage grounds. Given the mixed significance, they would have no objection to re-development in principle. The incorporation of ground floor commercial units and courtyard is welcomed, the loss of the market stalls would affect vitality. 20-22 High Street contributes positively to the conservation area in townscape terms and its demolition would cause harm. The conclusion within the Heritage Statement that the building as a whole has low

aesthetic value is misleading, given the front elevation is very fine and clearly makes a positive contribution to the conservation area.

Re-establishing the historic street layout is welcome and relates architecturally to the civic character of many early 20C buildings, but they have serious reservations about its form, bulk, mass and height. Its massive proportions and ungainly mansard form, is accentuated by the pale materials and the repetitious architectural treatment resulting in a monolithic and top heavy appearance. The building would be much larger than the Ryland's Building with a dominance that is out of scale and character to its surroundings. They believe that it would cause harm to the conservation area, particularly the townscape character and skyline along High Street.

They note that all development should comply with section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that special attention is paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Section 66 of the Act also applies in relation to the setting of nearby listed buildings. Developments should respond to local character and history, and reflect the identity of local surroundings and materials (NPPF 127). They state that while the development responds in part to its context architecturally, the loss of the existing historic buildings at 20-22 High Street and the scale and mass of the replacement building would cause harm that neither sustains or enhances the significance of heritage assets (NPPF 192), nor preserves or enhances the character and appearance of the conservation area. They consider that this harm lacks clear and convincing justification (NPPF 194), given that other historic buildings have been viably retained and converted elsewhere within the conservation area and recent new development nearby is of a much lower scale.

They note that the resulting harm would, therefore, need to be judged in relation to any public benefits that the proposals may bring (NPPF 196) but that it is still necessary for the justification for the harm to be fully credible.

They recommend that the proposals are refused or withdrawn and significantly amended to take more account of the conservation area character and its scale, height and grain. Its scale should be reduced significantly and its form reconsidered to reduce the harm to the conservation area and better relate to other buildings along High Street. Retaining 20-22 High Street would also help to preserve and enhance the character and appearance of the conservation area.

Following a response from the applicants to these comments they made the following additional comments:

Many historic buildings have been replaced by undistinguished late 20C buildings, such as the Arndale Centre. These are to the west of High Street and outside the conservation area. However, the eastern side of High Street from Shudehill southwards has a number of fine historic buildings which form an attractive townscape, with the exception of 24-36 High Street and are within the Smithfield Conservation Area. The proposal would harm this character and appearance.

The Rylands Building and 20C historic buildings on the junction with High Street form an important focal point visible from High Street. Debenhams remains a key

landmark building in visual and perceptual terms within the shopping centre area, with its corner turret clearly visible in the approach along High Street from the north.

The buildings on High Street within the conservation area have a reasonably regular building height, with a range of 5-8 storeys. The exception is 24-36 High Street, with a podium that is much lower and out of character in the street. This allows views of the Light Apartments to the rear, which are otherwise set well back from High Street. If the site was re-developed on a more contextual basis, respecting the existing heights along High Street, this would both enhance the conservation area and largely remove the prominence of the Light Apartments from the street scene.

The Arndale Centre is not dominant in terms of height on views along High Street and its mass respects heights on the street. However, it relates poorly to the historic buildings opposite because of its poor architectural quality, horizontal form and lack of architectural variety. The Arndale centre should not be used to justify further development that is poorly related to its context.

They also comment as follows:

1. The loss of market stalls would affect street vitality but they welcome the proposal to develop a market to front the Church Street multi-storey car park.
2. The options appraisal and viability assessment are matters for the Council to consider. 38 High Street was re-developed at 8-9 storeys and the site on Tib Street has been re-developed at a similar scale. Clear and convincing justification why re-development at a similar height is not viable would be required to satisfy the requirements of the NPPF. We disagree that developing the whole site would be beneficial to the street scene given that the existing building at 20-22 High Street clearly makes a positive contribution in heritage terms.
3. The assessment of 20-22 High Street as having a “low value” is not credible. The building was design by local architects of good reputation and has a fine frontage onto High Street in the classical style, incorporating some highly attractive and characterful stone detailing. A site visit would enable its qualities to be appreciated.

It is not within their remit to comment on the viability assessment but note that an argument has been made regarding the lower height of 20-22 High Street resulting in a “disjointed” streetscape if it is retained. However, the existing building is well related in terms of its character, form and appearance to other historic buildings within the conservation area. Indeed the Ryland’s Building steps down to better relate to it. Replacing it with a proposed building of such massive proportions that is out of scale with its surroundings is far more likely to result in a disjointed streetscape. They remain concerned on heritage grounds

TFGM (Metrolink) – There is critical operational Metrolink traction power and communications equipment in the basement of 22 High Street and any impact could cause major disruption to significant sections of the network. The equipment would be retained within a smaller basement. A strategy must be agreed to fully protect the

network from disruption and ensure there is no damage to infrastructure or disruption to service during the development. An access, fire, ventilation and maintenance and security, strategy is required to enable Metrolink to operate effectively once the works are complete. Other related issues have been considered in relation to working safely near Metrolink, noise and vibration, mitigation of thrown objects from the roof gardens and Overhead Line Fixing (OLE) and replacement and a number of conditions relating to Protection strategy for TfGM equipment within the basement of the building; Protected, safe, secure and convenient 24 hour, 7 days per week access; Working Safely Near Metrolink; Noise and vibration mitigation; Mitigation of thrown objects from roof gardens; and inclusion of OLE fixing have been recommended.

TfGM are working with the developer to arrive at a commercially suitable solution for the loss of the basement space which will run in parallel to the technical protection solutions. There have been no discussions to agree the Commercial Deal in relation to their interests in the site.

Head of Highways- Have no objections subject to agreeing a Servicing Management Plan, the adoption of a Travel Plan, the submission of a Construction Management Plan, making good for footways and improved lighting being attached to any consent granted.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the , mitigation of vibrations from the tram network, acoustic insulation of the premises and any associated plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, the hours during which deliveries can take place, the management of construction and the investigation and treatment of any contaminated land be attached to any consent granted

Greater Manchester Police (Design for Security) – Have no objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections and note that no evidence of bats was found and no further information or measures are required. They have made recommendations about elements to enhance biodiversity.

Flood Risk Management Team – Have recommended conditions to ensure surface water drainage works are implemented and verified in accordance with Suds National Standards.

Environment Agency - Have no objections but recommend conditions to mitigate risks to adjacent ground and controlled waters; that guidance set out within their document ‘Guiding Principles for Land Contamination’ is followed; and, a condition to prevent unacceptable risk to groundwater from piling.

United Utilities -Will have no objection providing specific conditions ensure that no surface water is discharged either directly or indirectly to the combined sewer network and the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A desk based archaeological study concludes that the site is likely to only contain heritage assets of negligible archaeological interest and very low heritage significance. They accept these conclusions and recommend that no further archaeological work is necessary.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

Manchester Markets – No objections received.

121447

Head of Highways Final comments: MCC Highways have no objections in principle but concur with TfGM (see below) in terms of concerns about pavement widths on Church Street and pedestrian safety.

TfGM - Given the high level of footfall anticipated along this frontage from the bus stop and the market stalls, they consider that the narrow footway has potential to create a conflict between pedestrians and vehicles with pedestrians potentially over-spilling into the highway. TfGM would raise severe highway concerns.

They have also given advice about the minimum distances that there should be bus stop infrastructure and kerbside features. 600mm is therefore the absolute minimum clearance required.

They also noted concerns about loading in the bus stop which could affect sightline visibility, the free flow of traffic along Church Street, and interfering with passengers to the detriment of highway safety.

Manchester Markets – Have no objections providing that the existing traders can be rehoused in Church Street/Red Lion St and the developer meets all costs. However they have concerns about the independent retail offering so close to the Arndale Food Market given that the Arndale Centre is now opening a new food court

Head of Environmental Health - Have no objections subject to conditions in relation to fume extraction, hours of operation, hours during which deliveries can take place and the acoustic insulation of any plant and associated equipment.

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

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

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

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

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

SO3 Housing - supports a significant increase in housing at sustainable locations throughout the City, to address demographic need and support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy. Economic growth requires housing for the workforce in attractive places.

SO5. Transport - seeks to improve physical connectivity through sustainable transport networks, to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation. This is a highly accessible location, close to public transport and would reduce car travel. .

SO6. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and

- improve recreational opportunities; and
- ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: 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.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would be highly sustainable and would deliver city living. It would be close to sustainable transport, maximise the use of the City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment in the commercial units and relocated market stalls as well as the building management on completion and assist in building a strong economy and assist economic growth. It would complement a well established community and contribute to the local economy as residents using local facilities and services.

The proposal would help to create a neighbourhood where people choose to be by enhancing the built and natural environment and creating a well designed place that would enhance and create character.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal fulfils this aim by helping to create a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site has a Greater Manchester Accessibility Level (GMAL) of 8, the highest level of accessibility. It is easily accessible for pedestrians and cyclists, and by a range of transport options. Metrolink stops at Market St, Shudehill and Exchange Square, Victoria and Piccadilly Train Stations and Shudehill and Piccadilly Garden exchanges are all nearby.

A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journeys. The proposal would contribute to wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improvements to pedestrian routes are proposed and the pedestrian environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development),

Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would be an efficient, and high-density in a sustainable location within part of the City Centre identified as a key location for residential development. It would make effective and efficient use of land to provide homes. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

The proposal is for a dense development, within an area identified for housing growth. This is a previously developed site and the proposal would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs.

Housing is required in locations that would support and sustain Manchester's growing economy. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 25,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below.

Manchester's economy continues to grow and investment is required in locations that would support and sustain this growth. The commercial units and the relocated market stalls would complement the existing mix of uses.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – Within the NPPF sections 11 and 12 point out that planning policies and decisions should support development that makes efficient use of land, this includes taking into account: the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

The proposal has been the subject of consultation. The design has been considered by a range of stakeholders including Historic England and Places Matter whose comments have informed design evolution. The scheme proposes a building whose quality and appearance would complement the high standard of design in the area. It would be a high density development and seeks to maximise the use of the site promoting regeneration and change. It would improve the functionality of the site. This would be a large scale intervention but would complement the organic growth which has taken place in the Northern Quarter over the past 25 years and would not have a detrimental impact on the prevailing character of the Conservation Area or the setting of the listed Ryland's Building. It would enhance quality in the area and introducing complementary activity that will add value. The form of development and its ground floor layout, would improve legibility, visual cohesiveness, connectivity and integration.

This is a tall building but the scale proposed is considered to be acceptable in this location and would contribute to place making. It would be of a high quality and would raise the standard of design in the area. The design would respond positively at street level. It would reinforce the cohesion of the urban form, improving the character and quality of a site whose appearance is poor. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

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

Paragraph 192. 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; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

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

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

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

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

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 201 points out that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It states that the loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that the development would have a beneficial impact on the surrounding area.

The proposal would redevelop an underutilised site. 24-36 High Street is a negative element within the Conservation Area. 20-22 High St a non designated heritage asset, enhances the streetscape from certain viewpoints, its location within an area of low townscape value however means that its contribution to the understanding and appreciation of the character of the Conservation Area as a whole is limited when read against the current condition of 24-36 High Street. Therefore in the context of this wider island site, it does little to engage with or contribute to the streetscape or the character of the Conservation Area. Whilst it does make some contribution to townscape, its contribution to the significance of the conservation area is low. Overall therefore, the site makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. It is considered that the loss of the buildings on the site would result in less than substantial harm to

the character of the Conservation Area as a whole and this needs therefore to be weighed against the public benefits to be derived from their loss.

Owing to the fragmented character of the street block of which it forms part, the impact on the setting of the adjacent listed building would be less than substantial and this harm also needs to be weighed against the public benefits.

The quality and design of the proposals would sustain the value of the key heritage assets as there are substantial public benefits which would be derived from the proposal which would outweigh the harm caused by the loss of the existing buildings. That harm is necessary both to secure those benefits, and fully realise the optimum viable use of the site and secure its wider potential in urban design terms.

The site does not best represent the character and appearance of the Smithfield Conservation Area. It is necessary however to consider whether the loss Of 20-22 High Street would sustain the significance of the heritage assets and would preserve or enhance the character or appearance of the Conservation Area and the setting of the adjacent listed building. Much of the site currently has a negative impact on the setting of these assets and the introduction of a good quality building that would make a positive contribution to the townscape and cohesively engage with and properly address the street block would make a positive contribution to the townscape and enhance the setting of those heritage assets.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. A number of measures to improve biodiversity are proposed. The Report concludes that the proposals would have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The development will improve pedestrian routes within the local area through ground floor activity and repaving. Previously lost pedestrian linkages would be reinstated.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

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

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
- Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;

- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and setbacks from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be created through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within

both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial units and the enhanced offer of the relocated market stalls and a further addition to the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

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

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area. Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas. This is summarised below as far as it relates to this development:

- The south-west part of the Conservation Area is composed of large buildings, and any new development here is likely to be designed on a substantial scale.
- New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.
- The main criterion in urban design terms in this area relates to the need to fit into the established street pattern and to ensure that the scale of development proportions and materials relate to the immediate context.

- Development management aims to encourage development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities
- Demolition of existing buildings of architectural or townscape merit should be seen as a last resort and a coherent and complete justification made in line with government guidance on the issues relevant to each case must be made.
- Quality is the overriding aim in any new proposal, and this can be provided in either sensitive refurbishment of existing buildings or the appropriate design of new buildings.
- The urban design context is vital in this conservation area. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high quality buildings and also complement their character. Designers of proposed buildings should take account of this rather than evolving a design which has no clear relationship with buildings nearby. This does not mean a debased copying of historical forms which serve only to devalue the genuinely historical buildings nearby. It does mean acknowledging the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in the design of the modern additions.
- Both the larger and smaller buildings within the conservation area exhibit a great variety in style, but also a common unity which designers of new and refurbished buildings should acknowledge. However, superficial copies of historic buildings do not make a positive contribution to the historic character of the area and each building should have a vitality of its own.
- Designers should be aware of proportion and rhythm in their buildings and also differentiate a ground floor, middle portion (where there is sufficient height to do so) and a top part which creates a varied skyline, in order to enhance the area.
- In line with other parts of the city centre, new development proposals should generally be aligned to the back of pavement, in order to preserve the linear character of the streets.
- The corner emphasis characteristic of Manchester buildings is evident in Smithfield, and its use in new developments will therefore be encouraged
- In terms of building materials brick, stone and stucco, brick with stone dressings predominates and solid, traditional materials should be used in preference to large expanses of cladding, concrete and glass.
- In new buildings, windows should be set back from the wall faces in order to create deep modelling on the facades.

- One of the aims of improvement is to restore the rich tapestry of spaces and built form located hard up to the back of pavement which characterises the small scale older 18th century buildings within the area.

Other National Planning Legislation

Legislative requirements

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

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

S149 (Public Sector Equality Duty) 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 among the protected characteristics

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Wind microclimate;
- Transport;
- Noise and vibration;
- Air quality;
- Built heritage;
- Daylight and sunlight;
- Townscape and visual impact;

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.08 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

A description of the proposal comprising information about its nature, size and scale;

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The cumulative effects of the operational phases would not be unduly harmful.

During the construction phase there would be negligible impact on air quality and the build environment, minor significant noise and vibration impacts, negligible to moderate adverse impacts on sunlight and daylight levels, minor adverse impacts on traffic and transport and negligible impacts from wind.

During the operational phase (completed development) there would be negligible impact on air quality, minor-moderate beneficial effects to the build environment, minor significant noise and vibration impacts, negligible to moderate adverse impacts on sunlight and daylight levels, negligible to minor beneficial impacts on townscape, minor beneficial to moderate beneficial visual impacts but within one view a moderate adverse impact, negligible to minor adverse impacts on traffic and transport and negligible to minor beneficial impacts in terms of wind with designed in mitigation.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these

measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The Schemes Contribution to Regeneration and Housing Delivery – The City Centre is the primary economic driver of the region and crucial to its economic success and therefore its regeneration and the outcomes delivered are key consideration. There is a direct link between economic growth, regeneration and the provision of housing and new homes are required to support economic growth.

Manchester's population has increased significantly since 2001. The High Street scheme would be consistent with a number of the GM Strategy's growth priorities, including Manchester's Residential Growth Strategy (2016) which sets a target of 25,000 new homes up until 2025. This area has been identified as being suitable for new homes and the quality, mix and the size of apartments would appeal to a range of occupiers.

The regeneration of the Northern Quarter has created a high quality mixed use neighbourhood and this proposal would continue this process. It would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. The proposals would create employment during construction, along with permanent employment within the commercial uses and building management services as well as within the relocated market stalls.

The commercial uses and improved market offer would provide services and facilities for NQ residents, create vitality and enhance the street scene. The applicant aims to attract independent operators which would complement the Northern Quarter retail and leisure offer.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF. It would be in a sustainable location and would improve the environment around the site and deliver high quality housing with safe and healthy living conditions. It would be located close to a number of major transport hubs and would promote sustainable economic growth.

The proposal would underpin and support the distinctive identity of the Northern Quarter and would continue the incremental change that has improved the character, legibility and value of the area over the past 25 years.

24-36 High Street has a negative impact on the street scene, the Smithfield Conservation Area and the Northern Quarter. It presents a poor appearance, fragmenting the historic built form that characterise the area. This creates a poor impression compared with the more vibrant streetscapes nearby. Church Street and

High Street are important routes through the area and link the Retail Core and the Northern Quarter.

20-22 High Street makes a positive contribution to the Conservation Area. The proposal would reinstate the historic building line and repair the street-frontages and respond positively to its context and the areas heritage. This is most effectively be achieved by developing the site comprehensively and the justification for this is set out in detail below. Its reuse as office space or as residential accommodation would present a number of challenges which are discussed in more detail later in the report.

The proposal would improve High Street and Church Street and help to establish a sense of place. The increase in ground level activity and the improvements to connectivity across the site would integrate the proposed building with the urban grain and enhance legibility.

The relocation of the market would ensure their continuity in improved facilities close to their current location. This would help to minimise disruption and maintain their important contribution to the Northern Quarter.

Viability and affordable housing provision - The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 361 new homes for open market sale. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Councils public access system. This has been independently assessed on behalf of the Council and these conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £8,656,257 together with build costs of (including abnormal costs and contingency) £78,450,639 are within the range expected based on comparable evidence. The total costs would be £96,207,625 with a profit on cost of 18%. On this basis the scheme could not support a contribution towards off site

affordable housing and ensure that the scheme is viable and can be delivered to the quality proposed.

The applicant has agreed to enter into a legal agreement which will include a provision for a reconciliation which would require a contribution to be paid if values change at an agreed point.

Residential development - density/type/accommodation standards

All unit types would accord with London Housing Design Guide's and guidance within the *Manchester Residential Design Guide (2016)* on habitable room sizes and widths; meeting the required areas for storage provision; and meeting the accessibility and adaptability requirements of M4(2), 138 apartments have smaller areas overall but these units mainly fall 1-2sqm below the MEES targets and are acceptable on the basis that they have resulted from an efficient use of space, adoption of open-plan living/kitchen/diner spaces and the compaction of entrance hallways. :

All unit types provide sufficient storage space, maximise daylight and have Juliette balconies to bedrooms and living space in lieu of private balconies. All residents have access to a large landscaped roof terrace and there is a Work from Home Zone at ground floor.

The proposed quality, mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 6 people, and could be attractive to families and people downsizing. Support accommodation on the ground floor includes a double height resident's lounge and reception area and storage space for deliveries.

The open-plan living/kitchen/diner arrangement is flexible and responds to contemporary living patterns. The minimum ceiling height would be 2.5m. A condition requires details of a management strategy and lettings policy for the apartments and the ground floor units would ensure that the development helps to create an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

Design (MSCP Site)- The precedent schemes were the 'Pop up' retail and workspace within London and Manchester. In London Pop Brixton and Box Park in Shoreditch have been very successful as has Hatch at Circle Square.

The materials would be pressed aluminium and sheet aluminium with mesh shutters with a metal sheet backing. The distinctive design would complement the independent feel of the Northern Quarter. It would create a positive edge to Red Lion Street through landscaping and outdoor seating at ground and first floor. This would complement the character of the Northern Quarter.

Exterior lighting within the soffit would define entrances and signage. It would create an interesting elevation, providing illumination through the perforated panels

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues is whether the scale of the proposal is appropriate for the site. A 22 storey building is considered within the local context to be tall although there is a 19 storey building on the adjoining site. The proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.



Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. A key issue is whether its impact on the setting of the adjacent grade II listed Debenhams and the character of the Smithfield Conservation Area is acceptable. This should be considered alongside the justification for the loss of 20-22 High Street. The design was discussed widely at pre-application with a range of stakeholders, including residents, to ensure that it is viable and deliverable, of a high quality and appropriate.

Design Issues in relation to context including principle of a Tall Building in this Location

The Smithfield Conservation Area contains buildings of different ages, sizes and types. There is a distinctive and tight grain in the north east where buildings are generally lower. The character is different in the south, including this site, where the grain is more fragmented and the buildings are generally larger with 19th and 20th century warehouses often on island sites. More recent development has altered some sites and parts of the Conservation Area and its historic street layout. Historically, the site contained smaller buildings but purpose built warehouses in the 19th century eroded the tight grain of these smaller footprint buildings.

Some streets within the area were widened around the turn of the 20th century including the southern side of Church Street. Many buildings were demolished and replaced with buildings set back from their original line.. During the 1960s and early 1970s shops, houses, streets, including the entire western side of High Street and northern side of Market Street were demolished to make way for the Arndale Centre

The construction of the building on the site followed the demolition of the Victorian and Edwardian buildings with 20-22 High Street retained. The redevelopment assumed that High St and Church Street would be widened further. Larger buildings were developed close to the site around this time such as Lowry House, 11 York Street and the CIS Tower.

The main objective in the Conservation Area is to preserve and enhance its character. Parts of the Conservation Area have retained their earlier character but the character around the south has changed as the City has evolved and grown. Impacts therefore need to be assessed in this context. There is also a need to ensure that at its edges within the wider urban context, that there is a cohesive and coherent urban form. This would ensure that visually areas knit together and promote a sense of place for those who use and visit the City. Thus, the context for sites on the edge of a Conservation Area, must go beyond its boundaries.

Development on the edge of the conservation area is of a much larger scale in terms of footprints and heights. This proposal reflects the massing and the larger footprints of the large purpose built 19th and 20th Century Warehouse buildings found in many parts of the Conservation Area. The Light Aparthotel / Pall Mall (15/20 storeys) is a more contemporary example of the increase in height around the south western edge of the Conservation Area.

The building on the site does not reflect its key role at the interface of the Northern Quarter and the Commercial and Retail Cores. The proposal would improve legibility between these areas and introduce greater levels of activity. It would reinstate some of the historic routes, finer grain and activity that has been eroded and enhance the understanding of the Conservation Area's historic layout. High Street and Church Street have been widened and are both now public transport corridors for buses, trams and taxis. The junction of High Street and Church Street is a key intersection and is a location and a building of significance and scale could be accommodated. The building would enhance the sense of place, creating a point for orientation and reference.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good

architecture, is sympathetic to local character and which optimises the potential of the site. Currently the experience at street level is poor with little activity on Birchin Lane and Bridgewater Place and the site has an impression of decline. This contrasts to high levels of vibrancy nearby at Market Street and the Northern Quarter. There is a need to improve the vibrancy of the area and generate more street level activity.

Development to the back of pavement and the creation of routes through the site and the courtyard would restore some of the characteristics of the area. The five retail units would create a vibrant street-scene and active frontages.

A range of options were analysed in relation to context, viability, townscape, baseline heritage and key views. There are abnormal costs such as the need to work carefully around TFGM equipment in 20-22 High Street, securing vacant possession and the higher demolition and build costs due to building next to the tram line. The options analysis has established that a specific quantum of accommodation is required.

The majority of the site is fragmented and harms the setting of the Smithfield Conservation Area, the setting of the adjacent listed buildings and the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line and creates a fragmented streetscape. This adversely affects and weakens the character and appearance of the area and creates a poor impression. . Despite the demolition of 22-24 High Street, there is an opportunity to preserve or enhance the character of the Conservation Area, and preserve the setting of the listed building and street and townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

The constrained nature of sites and the tight knit urban grain often means that city centre developments are challenging and impacts on sunlight and daylights are discussed in detail below.

The distribution of the massing would reinstate historic building lines and deliver good urban design principles, whilst seeking to minimise the impacts on adjacent properties. The proposal acknowledges the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner.

A 'mansion' style building is proposed of similar height to the tallest part of the Light ApartHotel and it would be prominent in some viewpoints. However, this has to be considered in the context of its location, the regeneration benefits and the nature of the urban form. The building would have a civic scale and presence that would clearly define the entrance to the Northern Quarter from the Commercial and Retail Core. It would assist legibility by creating a point of orientation in some longer distances views from Piccadilly Gardens and Fountain Street.

A Townscape analysis has concluded that the building would not adversely impact on the understanding or appreciation of any heritage assets and would have an acceptable relationship with surrounding and neighbouring buildings. It would

contribute to place making and design quality and would be sensitive to the special architectural and visual qualities of the Conservation Area.



The building would have a tri-partite subdivision typical of the larger historic buildings within the Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would provide a sense of enclosure, define the street block and follow the historic back of pavement building line. The splayed corner to High Street and Church Street would relate to the strong corners that are characteristic of the Conservation Area. The base would have large glazed

openings with features on the lower levels on Church Street and High Street relating to the horizontal banding on adjacent buildings.

The middle section would have a strong vertical emphasis with a pattern of major and minor pilasters. Large scale modelling would be expressed through deep reveals with more subtle horizontal coursing breaking the elevation down. This would reflect the size and proportion of the fenestration of adjacent warehouses, including the deep modelling that characterises building facades in the Conservation Area.

The top of the building would be a distinctive addition to the skyline. The form of a mansard roof would provide a definite character, reduce the mass and diminish the visual impact from street level.

A large arcaded entrance on High Street would connect into an open courtyard surrounded by retail units which could spill out into Birchin Lane. A smaller link would connect the courtyard to Church Street. These routes and this space would be managed and could be closed off to keep it secure at night.





The views into the lower levels of the building, the central courtyard, the links to Church Street and Birchin Lane and the improved activity would positively respond to the adjoining neighbourhoods. The proposal would create street level animation and create a more hospitable environment compatible with the Northern Quarter.

Terracotta is used on buildings in the conservation area and the ivory tone would complement adjacent Portland Stone buildings. It is considered that the proposed materials would reflect the materials found within the Northern Quarter and complement the wider townscape in terms of colour and textures.



Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive where setting has been compromised by poor development. Views into the site are fragmented and inappropriate in the context of the character of the conservation area. Part of the character of the Smithfield Conservation Area is its representation of the organic change which marked the City's growth in the 18th to 20th centuries. The different buildings styles, scale and massing express those periods of change. Part of this change is the contrast between the taller island site buildings and the finer grain buildings. The organic nature of change needs to be recognised when development is proposed to meet the City's growth requirements on sites which contribute little to the Conservation Area and the setting of adjacent listed buildings. The condition and appearance of much of the application site is poor and has a negative impact on the area and change could enhance the setting of adjacent heritage assets and the wider townscape.

The relocation of the market stalls would allow the building re-engage with Church Street and reinstate a continuity of frontages. It would add activity and vitality and reintegrate the site into its urban context, reinforcing the character of the area. This would repair the fragmented form on High Street and Church Street and recreate the the historic grain.

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been

considered. A Visual Impact Assessment (VIA) has assessed the likely townscape impacts based on a zone of visual influence and key views were agreed with Historic England. Seven views were identified at different distances with six having a medium sensitivity. The proposal was modelled for all views to create an accurate representation of the façade treatment, scale and massing.

View 1 – Back Turner Street looking south



Figure 83A, above: View 1 as existing



Figure 83B, below: View 1 as proposed

There would be a partial, but notable alteration to the view. The proposal would project higher than existing buildings, but the increased rooftop articulation would create a focal point which would help with wider legibility. The light cladding colour would reduce its presence and forms a relationship with the Ryland's and Primark building. The level of change would be moderate and the visual impact moderate beneficial.

View 2 High Street looking NE



Figure 84A, above: View 2 as existing



Figure 84B, below: View 2 as proposed

The view would be altered substantially with the increase in scale to High Street. Its form and style would complement the Ryland's Building that sits in] the foreground. The increased rooftop articulation would create a focal point which would help with

wider legibility. The magnitude of change would be major but the visual impact major beneficial.

Viewpoints 1 and 2 show the dominant form and mass of the Arndale centre on the west side of the street and the variety of buildings styles, types, ages and materials on the east side. These views do not best represent the character and appearance of the Smithfield Conservation Area or the heritage values of the listed building. 20-22 High Street enhances the streetscape but its contribution to the understanding and appreciation of the character and appearance of the Conservation Area as a whole is limited.

View 3 – Fountain Street looking north



This view would change but the design and materials would provide a positive relationship with the Rylands and Primark buildings in the foreground. The building would be higher than adjacent buildings, but would not dominate the skyline. The magnitude of change is moderate and visual impact would be moderately beneficial.

View 4 – Piccadilly Gardens looking north west



There would be a very minor alteration to the view. The proposal would marginally extend above the Rylands building but would be higher than the Light building. The

light cladding would form a positive relationship with the Rylands building reducing its impact. The magnitude of change is minor and the visual impact minor beneficial.

View 7 – High Street looking south west



Figure 87A, above: View 7 as existing



Figure 87B, below: View 7 as proposed

The building would project above the heritage buildings, breaking the characteristic of the low-rise roof line. The modern architectural style would contrast to buildings in the foreground, but the light cladding would reduce its presence. The magnitude of change would be moderate and the visual impact moderate - major adverse.

Viewpoints 4 and 7 best represent the two designated heritage assets impacted. This is where the ability to understand and appreciate the the Grade II Rylands building and the Smithfield Conservation area are understood and appreciated. The image demonstrates that the proposal would rise above the roofline, but would not impact on the understanding or appreciation of the heritage assets.

View 5 – Church Street looking west



Figure 87A, above: View 5 as existing



Figure 87B, below: View 5 as proposed

This view would be altered substantially with the building forming a prominent and clearly visible element. However, the quality of the architecture and its relationship with Church Street would be a positive improvement compared to the existing buildings. Whilst it would be significantly higher than neighbouring buildings, it would

not screen or impede views of any significance. The magnitude of change is major and the predicated visual impact would be moderate -major beneficial.

View 6 – Church Street and Tib Street looking west



The view would be altered with the proposal projecting above existing buildings. It would create a focal point and articulate the skyline. The light colour would contrast with other buildings, but would not be the dominant colour in the view. The magnitude of change is moderate and predicated visual impact moderate beneficial

Viewpoints 5 and 6 look out of the Smithfield Conservation Area and demonstrate that the understanding and appreciation of the character and appearance of the Conservation Area from here is limited. The views show that the proposal would reintroduce the historic building line and provide a sense of enclosure. It would enhance the public realm and encourage activity and movement.

Viewpoint 6 illustrates how the Tib Street multi-storey car park has affected the character of the conservation area and how it has eroded the finer grain. The development under construction has blocked the tower element of the Light Apartment and demonstrates how reinstating the historic building line and the dense urban form that is found in this part of the conservation area.

The design, appearance, footprint, orientation, massing, and choice of cladding would help to minimise its impact and provide a positive relationship with neighbouring buildings including the Grade II Listed Ryland's Building and Primark. The views show how the building would add interest and vibrancy on High Street and Church St. In view 1, the mansard roof adds interest. Views of historic buildings along High Street opposite the Arndale would not be affected and would continue to be read as a 'route' into the heart of the Conservation Area. In view 2 the roof would appear as a backdrop to the Grade II Debenhams, but the appreciation of its architectural form and interest would remain. This relationship to listed building is seen in view 3 where the proposal would sit comfortably in the wider townscape.

Of the seven views, six are identified as having a medium sensitivity, as the way that people enjoy and perceive the view is incidental, rather the main interest. These

views have limited, or no recognised significance, and don't make an important contribution to the experience of the setting.

The magnitude of change ranges from minor to major, with the effects ranging from 'minor' to 'moderate-major'. The majority of visual effects would be beneficial, with the proposal providing a positive addition to the view and its townscape setting.

View 7 is identified as having adverse effects due to the well preserved heritage context and residential population. The proposal would be seen above low rise buildings within a sensitive view. Its light cladding would reduce its visual presence and help mitigate its effects. However people's attention or interest is likely to remain on the heritage aspects.

A 'cumulative' assessment looks at other developments which are consented and assumes that they will be built namely Tib Street Car Park, Red Lion Street, 11 York Street / 40 Fountain Street and 42-50 Thomas Street and 7 Kelvin Street. The cumulative effects ranges from 'Minor-moderate beneficial' to 'Moderate-major beneficial'. There are no cumulative sites within six of the seven views (Views 1, 2, 3, 4, 5 and 7) and the proposal would be the only visible change. In view 6, the sites at Red Lion Street and Tib Street would introduce large scale, contemporary built form. In this instance, the cumulative visual effect is Minor-moderate beneficial

The assessment concludes that overall, the proposal would have a minor-to-moderate beneficial impact on the character and appearance of the Smithfield Conservation Area and setting of the Grade II Ryland's Building (Debenhams) by:

- Revitalising the character of this fragmented part of the Conservation Area.
- Enhancing the articulation of the corner junction to High Street and Church Street;
- Re-establishing the historic building line along Church Street;
- Enhancing permeability through the site;
- Referencing the historic street pattern of the street by creating a route through the site which is named after the historic street: Stationers Court;
- Enhancing the public realm in and around the Subject Site;
- Providing active street frontages; and
- Adding a building of high quality design and materiality to the streetscape, that celebrates the historic vertical grain and counters the monumental horizontality of the west side of the street (the Arndale Shopping Centre).

The site makes a limited contribution to the townscape and does not represent the heritage values of the Conservation Area. It does not contribute to the setting of the adjacent Grade II listed Debenhams which is best appreciated and understood from Market Street/ Piccadilly Gardens as a landmark building which is sufficiently robust to remain dominant in the townscape.

Development at the site could enhance the character and appearance of the conservation area and improve pedestrian environment and permeability. The proposal would be a high-quality, distinctive building that would improve an entrance to the Northern Quarter and enhance the setting of the adjacent heritage assets.

The verified views indicate that the development would be contextually responsive and would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings. The impact would be adverse in one view. Otherwise the impact would be major or moderate beneficial or have no impact.

The proposal would enable a greater understanding of and enhance the heritage values and significance of the affected assets and better reveal their significance in line with NPPF paragraphs 192-197 and 200-201. In accordance with and Section 66 and 72 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of adjacent listed buildings and the character of the Conservation Area.

There would be considerable enhancement of the urban form and pedestrian environment. The impact of the proposal, including that on heritage assets, would not outweigh the regeneration benefits resulting from development.

Significance of the Non Designated Heritage Asset at 20-22 High Street and the case to Support Demolition of the existing Buildings on the site.

20-22 High Street and 24-36 High Street have been assessed against the statutory criteria for listing to determine any special interest. This assessed the evidential, historical, aesthetic and communal value. The Heritage Assessment and Townscape and Visual Impact Assessment within the Environment Statement used HE's Guidance –Conservation Principles, Policies and Guidance (2008).



20-22 High Street

The building retains a number of elements illustrating its original warehouse use on the upper floors including the original staircase and cage lift (which has been altered) and original Art Nouveau stained glass sash windows to the stairwell. The partial demolition of its eastern end which enabled Birchin Place to be widened removed the original hoist, service stairs and rear portion of the building eroding the plan form. Within the retained areas parts of the long open warehouse floor plan is still evident although there has been some subdivision. The ground floor and basement have been altered through commercial uses and the construction of a large Metrolink substation in the basement. The original cast-iron columns remain but the spaces do not retain any original elements or decorative schemes of any evidential value. The building is considered to have low evidential value.

The building is one of the older buildings on High Street but its historical value has been reduced by refurbishments, and the partial demolition of the rear. The building formed part of a large company who specialised in the manufacture and sale of clothing and home wares. This type of use was an important element of the commercial and trading development of this part of Manchester City during the Victorian and Edwardian eras. This building is a late example of this type of development dating to 1915-17. The building is considered to have low historical value.

The building is of a well-mannered architectural design, designed in the transition period between the Art Nouveau and Art Deco styles. The front elevation is constructed of good quality materials, including large hand carved Greek inspired

faces on two keystones above the shop and warehouse entrances. Almost all its original sash windows, including Art Nouveau stained glass windows to the stair hall, double panelled front doors/fanlight and Art Deco tiled entrance vestibule, carvings, fanlights to shop front and door are still present. However the internal spaces are largely typical and unremarkable for the time it was constructed, and consequently the building as a whole is considered to have low aesthetic value.

This building formed an extension to a larger home trade company which was a large employer of local people during the 19th Century. Today, the ground floor is a café, and is one of the few remaining buildings which formed the historic eastern side of High Street. It is considered to have low communal value.

24-36 High Street

The building was constructed in 1969 as purpose-built offices with shops on the ground floor. Neither the offices or shops retain features or elements that have heritage value, nor does the building have evidential value.

Most of the original metal framed windows and doors have been replaced with UPVC. The building was designed as purpose-built offices with no historical links to an individual company, organisation or person, and has negligible historical values.

It was designed in a 1960's Brutalist style. Its craftsmanship, detailing and , composition are typical examples of this style of architecture. The building's planform is confusing and difficult to navigate with windowless corridors, stairways and rooms making the environment unpleasant. It has no aesthetic value.

Its unattractive appearance and poor public realm does not encourage exploration, and therefore is considered to have no communal value.

Conclusion

The evidential, historical, aesthetic and communal heritage values of 20-22 High Street are considered to be low and the building is of local interest only. It does however, make a positive contribution to the Smithfield Conservation Area and is a non-designated heritage asset.

The evidential, historical, aesthetic and communal heritage values of 24-36 High Street are negligible and has a negative impact on the Smithfield Conservation Area.

There is a strong case to support a more appropriate redevelopment of 24-36 High Street. 20-22 High Street has some value and local interest and makes a positive contribution to the Conservation Area, Therefore greater consideration needs to be given to its demolition. Paragraph 197 of the NPPF states that in such cases a balanced judgement is required which has regard to the scale of the buildings loss and its significance.

The building is a fragmented remnant of the older streetscape which may support a case for its retention. However, this needs to be balanced against the urban design

arguments that may support its demolition, and how it's retention could form part of a coherent, integrated development.

20-22 High Street is physically separated from the heart of the Conservation Area. It has been altered and no longer serves the needs of businesses. Its narrow floorplate limits options to convert it to meet occupier requirements. It doesn't meet modern day environmental or building regulation standards and is vacant in spite of its prime location. There is better quality second hand office and retail space nearby in refurbished listed and other historic buildings such as Sevendale House and 35 Dale Street. It could be argued that it is not capable of meeting modern day occupier standards. Its refurbishment for residential use would require significant intervention to bring the building up to the required standard.

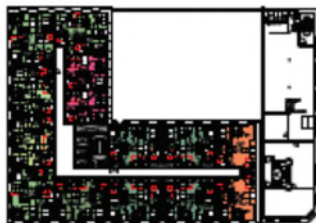
Its retention was considered because of the significant abnormal costs associated with the Metrolink equipment in the basement. Different forms were considered including retention or the incorporation of elements.

All options had to deliver a quantum of development comparable to the option of fully demolishing 20-22 High Street. In order to retain 20-22 High Street, the new build element of the proposals would need to form an 'L' shaped footprint

OPTION 1



Ground Floor



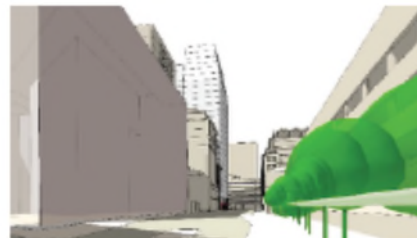
Typical Floors 1-4



Black Turner Street looking South



Fountain Street looking North



Church Street looking West

This would require a tall tower the massing of which would not reflect the character of the Conservation Area or this part of the Northern Quarter.



Option 2 - Rylands Building - Conservation Area - 20-22 High Street

A further option considered incorporating its façade. This would deliver some heritage benefits but there would be adverse heritage impacts on the character of the Conservation Area and setting of the listed building because of a fragmented form of development.

This approach included some development to the rear. Height would be capped at the sixth storey to broadly align with the top of 20-24 and mass on the site of 24-36 High Street would be 24 storeys.

If the whole building were retained 20-22 High Street would be over-shadowed by the Rylands building. The reduced floorplate of 20-22 would adversely impact on creating a practical, commercial layout. The different floor-to-ceiling heights cause difficulties with internal levels. The reduced massing of Option 2 would pose the same issues as Option 1 providing a disjointed townscape and misaligned facades.

These alternative viable options would be a poorer design and would not have a significant positive effect on the Conservation Area, Therefore, they would not secure an optimum viable use for the site in line with paragraph 196 of the NPPF. Its retention would not justify the higher massing, and the impact this would have. Greater benefit would be achieved through treating the site as a whole so as to allow proper and balanced approach to all four of its elevations.

The loss of 20-22 High Street would cause a minor adverse impact on the character and appearance of the Conservation Area. However, it would allow the site to be redeveloped comprehensively which would have an overall beneficial impact to the character of the Conservation Area and the setting of the Grade II Rylands Building. The harm resulting in the demolition of No.20-22 High Street, would also be mitigated and outweighed by the public benefits of the wider regeneration of the site.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of

preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal, including the demolition of a non-listed building on the setting of the adjacent Grade II Rylands Building and the character of the Smithfield Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits.

The public benefits arising from the development, would include:-

Heritage Benefits

The optimum viable use of an underutilised island site would be secured in line with paragraph 196 of the NPPF. The demolition of 20-22 High Street would cause some harm but be outweighed by the substantial benefits of the scheme which would include improvements in townscape terms and to the setting of the adjacent Listed Building and the character of the Conservation Area.

Wider public benefits

Whilst outlined in detail elsewhere in this report of the proposals these would include:

- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre island site containing underutilised and largely vacant buildings which in the case of 24-36 High Street is of poor architectural quality;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by modern businesses and residents;

- Providing a new public space and facilities for residents, workers and visitors to the area;
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the large neighbouring commercial buildings and local context;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

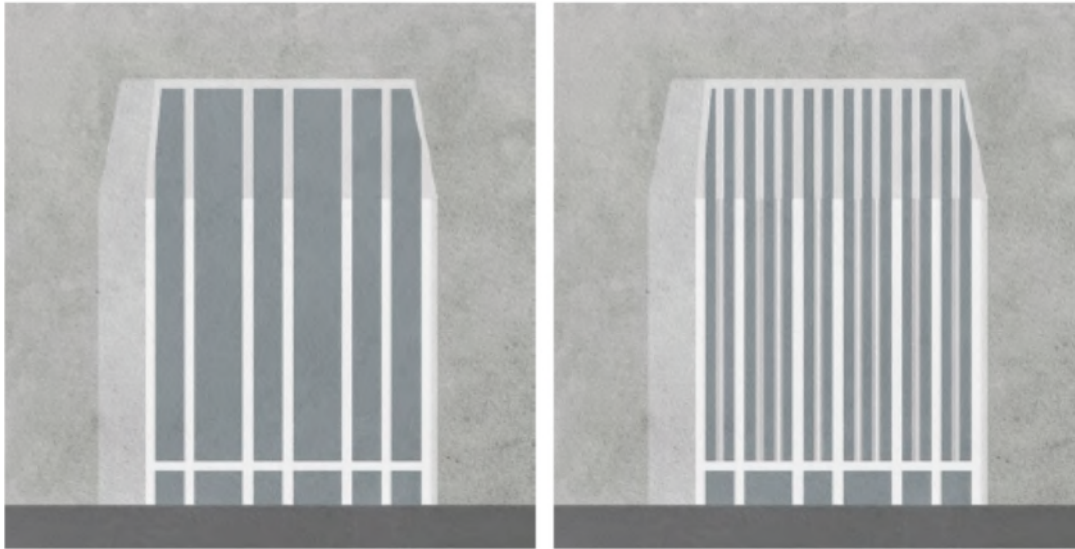
The harm to the setting of the Ryland's Building and character of the Smithfield Conservation Area will not be fundamentally compromised and the impacts would be outweighed by the public benefits.

Architectural Quality

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

The scale, massing and proportion are discussed above. The design would create a contemporary interpretation of the tripartite subdivision characteristic of building style in the City Centre. The grand facade order of the neighbouring Rylands Building evokes a sense of civic pride, and is a key reference for the proposal.

The massing has been broken down maintain a clear identity. Rectilinear pilasters organise the facade into regular bays of alternating widths. Each bay contains two or three windows divided by smaller pilasters to provide an alternating rhythm across the facades. The tapered shape of the minor pilasters relates to similar pilasters on the Ryland's building. This would provide a softened shadow in contrast to the solidity and stature of the major pilasters. The major order would be further emphasised by its connection to the ground whilst the minor order would be introduced from first floor upwards.



02

A rhythm of major pilasters rises from the ground level to provide primary vertical order

03

A rhythm of minor 'infill' pilasters provide a secondary finer order

The strong vertical emphasis of the bays has a series of horizontal cornices at second, twelfth, thirteenth and fourteenth floors, to create a strongly expressed organisation to the facades. The cornices would be ornamental and have a chamfered soffit culminating in a concave end detail. This would provide inflected shadowing and elegance to the edges. The tall bands of vertical fenestration between the cornices would be punctuated by ceramic cills of similar concave shape.

From the fifteenth floor cornice line the façade would cant back into a 6 tier mansard roof. The rhythm of inset finer fenestration would continue within this to continue the order of the facade. Finer recesses and larger projections would provide variety through articulation and definition. Interspaced among the recessed window arrangement, projecting dormers provide larger scale articulation adding greater depth and shading from ground level.

Throughout the mansard levels an ivory-coloured glazed ceramic interlocking roof tile would establish a finer grain and more uniform surface. Bespoke angled corner tiles would be used at all corners to ensure that the roof surfaces neatly wrap round the different facades.



04

Horizontal cornices provide definition to the latticed middle section

05

Individual window apertures order a finer grain and provide equilibrium

06

Projecting dormers provide articulation to the mansard tier whilst framed surrounds provide articulation to the lower level bays



A variety of cladding panel shapes and profiles would provide additional richness and depth to the façade. The undulating rhythm of scalloped detail would provide variation and interest. The façade would have glazed ceramic panels of different sizes and textures with an undulating detail with windows set within deep reveals. The facades of the internal courtyard would have glazed white brickwork cladding. The ground floor units would have cap-less glazed curtain walling.

Glazed ceramic would change in response to different lighting conditions during the day and would animate the facades. The undulating scalloped detail would vary in tone throughout the day. The top of the elevations to Bridgewater Place and Birchin Lane would be particularly responsive. The combination of the glaze, the orientation of the pilasters and the undulating profiles would create interest, through the seasons.

The courtyards of many Victorian buildings use reflective materials to maximise daylighting. A white glazed brick would reflect the light into the more enclosed spaces providing a lighter aspect to the apartments. The internal facades of the roof terrace would be glazed brick. Precast Concrete Surrounds at street level would frame the major pilasters. The chamfered soffits would be embossed with a honeycomb pattern.

The pale ivory colour would relate to the Portland Stone on Debenhams. The window/door frames, louvers and balustrades would be mid-grey. The quality of the detailing to the façade is evidenced and supported by a detailed Design Intent– Quality Note which covers the quality of interfaces between panels, ensuring that there are no large or visible gaps between panels, and the junctions of glazing recesses with the panels. It is considered therefore, that the proposals would result in a high quality building that would be appropriate to its context.

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

The Northern Quarter is a popular and vibrant part of the City Centre. Church Street and High Street are important pedestrian and traffic routes. The width of the pavements on Church Street and Birchin Lane are narrow and the proposals would address this increasing pavement widths.

The redevelopment would result in a high quality built form and public realm which would act as a marker, gateway and physical connection. The improvements at street level would improve the pedestrian experience considerably and improve the sites accessibility and enhance connections to the Northern Quarter.

The development would provide passive security to Church Street, High Street, Birchin Lane and Bridgewater Place and would contribute to the safe use of these streets and enhance the sense of place.

The pavement width on Birchin Lane would increase from 1.5m to 3.4m to create a better pedestrian experience and allow activity to spill-out, particularly at its junction with Church Street.

Stationer's Court should be a unique covered space in the City away from the busy streetscape. The centre of Stationer's Court could include tree planting and provide spill out space for the commercial units.

The relocation of the market stall structure would allow the edge of the building to regain its position along Church Street and reinstate a continuity of frontages.

The new location for the market stalls would enhance the environmental by removing street clutter and improving natural surveillance. It would bring life and activity to a key entry point into the Northern Quarter.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The applicants acknowledge that the market is competitive and the quality of the development is paramount.

A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered with a range of schemes having being tested before defining a preferred option. The materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters, maintenance requirements and to understand weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity. The application is accompanied by a detailed technical note setting out in detail the design intent to ensure that the detailing shown is deliverable.

The development team have delivered high quality buildings in city centre locations. They recognise the high profile nature of the site and design response is appropriate. The proposal has been reviewed by Places Matter who expressed general support.

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

Relationship to Transport Infrastructure

The highly accessible location would encourage the use of more sustainable forms of transport. The proximity to jobs and services within the city centre mean that many residents could make these journeys on foot.

The constrained nature of the site and the desire to ensure that the development creates active uses at ground floor level mean that it is not possible to provide car parking. There are multi storey car parks nearby and discussions have taken place with operators who have agreed in principle to make contract spaces available. A Transport Statement outlines the zero-car parking approach, but reviews local parking opportunities. The City Car Club offers a 'pay by the hour' car club rental scheme, giving residents a more convenient and cost effective alternative to car ownership. The closest bay to the application site is on High Street.

The Travel Plan would include a communication strategy to make residents aware of sustainable options. The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network would be minimal.

Sustainability

New developments should attain high standards of sustainability. An Energy Statement and Environmental Standards Statement (ESS) set out a detailed assessment of the physical, social, economic and other environmental effects and considers it in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

The Code for Sustainable Homes was revoked in March 2015 but it is still important to understand how a development performs in respect of waste efficiency and energy standards.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods across the building. Improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations have been incorporated before the application of energy reducing and then low carbon technologies.

The energy strategy has been informed by the Be Lean, Be Clean, Be Green hierarchy. Good practice sustainability measures have been incorporated as follows: Target Fabric Energy Efficiencies and Active Building Services designed to minimise direct energy consumption and CO₂ emissions, with particular emphasis on the following; Centralised gas fired boilers providing heating and hot water, Mechanical Ventilation Heat Recovery (MVHR), Low energy, efficient lighting

Passive design measures and energy efficiency would achieve a 10% reduction in annual regulated carbon emissions beyond the Part L 2013 benchmark and a 16% reduction in annual regulated carbon emissions beyond the Part L 2010 Building Regulations benchmark which surpasses the Core Strategy requirements.

The scheme would be inherently efficient and cost effective during occupation. The principles of the energy hierarchy have been applied and with the energy saving measures would result in a potential total CO₂ emissions reduction over the current Building Regulation target (2013).

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Wind

A Wind Microclimate report assesses the potential impact on pedestrian level wind conditions. The study focused on the impact of wind patterns on people using the site and the surrounding area. Wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. It found that the wind conditions remained suitable for the intended use on-site and off-site at all locations, and no strong winds occurred exceeding the safety threshold. The chamfered north-west corner provides mitigation by design, no further mitigation measures are required

There are no significant cumulative effects due to the size and proximity of the cumulative buildings. Wind conditions remain largely the same in the future scenario, and all locations are suitable for the intended use.

Daylight, Sunlight and Overshadowing

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

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows and rooms in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 18-24 Church Street (The Lighthouse), 23 Church Street / 38 High Street, 3-5 Edgehill Street, 18-20 Turner Street, 25 Church Street, 12-16 Church Street, 3 Union Street, 1 Joiner Street (Bridgewater Place) and 3 Joiner Street (The Birchin) have been identified as potentially being affected in terms of daylight and sunlight.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of any daylight and sunlight assessments. Other sensitive sites are located on Red Lion Street (ref no 113713) and at Tib Street/Church Street (application ref no 114146 – under construction).

Other residential properties have been scoped out due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where light is required, including living rooms, kitchens and bedrooms.

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. These would be less than the effects of the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines provides three methodologies for daylight assessment which should be considered holistically.

The VSC assessment considers how much Daylight can be received at the face of a window by measuring the percentage of all potentially available visible sky that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27% of all available visible sky.

The NSL test assesses how much light is cast into a room by examining the parts of the room where there would be a direct view of the sky from table top height. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight at this height is reduced to less than 0.8 times its former value. Occupants would notice any reduction beyond this.

The Guidance states that a reduction of VSC and NSL beyond the guidance does not necessarily mean that the room would be lit inadequately lit. However, there is a

greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of existing level as this would not be noticeable. The sensitivity analysis uses this value as a measure of when a reduction in daylight would be discernible and is referred to as the BRE target.

Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include:

- The net glazed area of the window in question;
- The total area of the room surfaces (ceiling, walls, floor and windows); and
- The angle of visible sky reaching the window(s) in question

In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

Daylight can also be derived when it is reflected back into the room from the surrounding buildings. The light coloured facades of the proposal have been selected in order to reflect light back into the surrounding homes. Analysing externally reflected light is a very technical, lengthy and detailed process. It has, however, been undertaken upon the worst of the affected rooms to establish the extent to which the light reflected from the proposal would mitigate the most noticeable effects. This is known as a Radiance Daylight Analysis.

The NSL, ADF and Radiance Daylight tests assess daylight within a whole room rather than just that reaching an individual window. These tests therefore provide a better understanding of any overall daylight loss. The submitted assessment has considered all 3 tests for daylight assessment as well as the Radiance Daylight assessment.

The current building has a tower set back from a street level podium. This is not typical of the Smithfield Conservation Area or the Northern Quarter and apartments that overlook the site within 20 Church Street (The Lighthouse), 25 Church Street, 23 Church and 3 Joiner Street (The Birchin) have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts, are measured are not representative of a typical baseline situation in a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

Windows and rooms in an urban location have a lower expectation for daylight than those located in sub-urban, less dense areas. The significance of any effect upon the

existing windows and rooms is determined by the assessment of its magnitude against their expectation for daylight.

In terms of magnitude of effect the assessment of impact has been based initially on the following standard criteria.

Negligible - No alteration or a small alteration (0-20%) in VSC and/or NSL which is within the levels suggested in the BRE Guidelines. If the base line and proposed values are within 0.8 times of each other an occupier of an affected apartment would be unable to notice such a reduction.

Minor - Marginal infringements (20.1-29.9%) of the baseline VSC and NSL

Moderate - Moderate infringements (30 %-39.9%) of the baseline VSC and NSL

Major 40%+ - Major infringements (40%+) of the baseline VSC and NSL

The assessments have been carried out on the basis of layout drawings for the surrounding buildings, but it has not been possible to access properties. Floor levels have also been assumed which dictates the level of the working plane for the No Skyline assessment. Realistic worst-case assumptions have been applied.

The following images identify the flats which would have the most noticeable loss of daylight as a result of the proposal.



23 Church Street

25 Church Street

12-16 Church Street



The BRE Guidance provides further advice about the sensitivity of a window to change in order to understand the impact where the target values are not met. This City Centre location is one where different target values should be adapted and there should be an expectation that a higher degree of obstruction is inevitable.

Where a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

The methodology for setting alternative targets is set out in Appendix F of the Guide. Appendix F states that the values for assessing light are purely advisory and, as such, different targets may be used. For example: "...in a historic city centre, a typical obstruction angle from ground floor window level might be close to 40°. This would correspond to a VSC of 18%, which could be used as a target value for development...if new development is to match the existing layout"

This suggests that a more realistic VSC value for an urban location would be **18%** rather than 27%. With the same reduction the NSL target would be **53.4%** rather than 80%. This method, provides a much more contextual approach to the analysis, and reflects site specific characteristics and location.

The effect of the proposal on the daylight amenity to a room in this context is considered to be **minor adverse** in situations where BRE guidelines have not been met and:

- Any VSC and/or NSL alteration is **no greater than 30%** of the baseline value; and

- Despite any VSC and/or NSL alterations, all **windows** serving the room **retain at least 18% VSC** and the **room** which they serve **retains at least 53.4% NSL**.

i.e. irrespective of the level of light lost, they retain at least the alternate target values that would be appropriate in this location

The results of the Radiance Daylight Analysis (external reflected light assessment) are shown in the table below

Property	Reductions in overall daylight levels – no reflected light	Reductions in overall daylight levels – reflected light (based on assessment of worst affected rooms)	Retained overall daylight levels – (ADF) no reflected light (based on assessment of worst affected rooms)	Retained overall daylight levels – (ADF) reflected light (based on assessment of worst affected rooms)
23 Church St	40% to 75%	Up to 22%	1.13 to 1.33	1.84 to 3.08
25 Church St	30% to 50%	Up to 34%	1.20 to 1.44	1.99 to 2.40
12-16 Church St	48% to 79%	Up to 46%	1.12 to 1.25	1.45 to 1.70
3 Joiner St	30% to 100%	Up to 61%	0	0.24 to 0.34
18-24 Church St	30% to 50%	Up to 45%	0.88 to 2.09	1.27 to 3.54
Bridgewater Place	43% to 85%	Up to 68%	0.53 to 0.61	0.81 to 0.99

23 Church Street

In the existing site condition 21/54 windows are compliant for VSC daylight and 25/25 (100%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target):

For VSC 16/54 of windows would be compliant.

For NSL 17/ 38 of rooms would be compliant.

4 of the 38 rooms would experience VSC and NSL alterations which are fully BRE compliant. 6 rooms experiencing a minor adverse effect to their daylight, when measured against realistic targets for an urban area

At least one of the windows of a 15 further rooms will experience changes in VSC which are of moderate to major adverse significance. Most of these rooms have another window that isn't affected so any change in the daylight distribution (NSL) would either be negligible or minor, or at least 60% of the room will continue to have direct skylight at table top height. All rooms would retain in excess of the BRE and British Standard level of ADF.

The change to daylight in these rooms may be noticeable but the change is considered to be minor adverse given the levels retained and the urban context.

The 13 remaining rooms comprise 9 bedrooms and 4 corner living rooms. The windows would all experience VSC and NSL alterations which are of moderate to major adverse which would be noticeable. These results have been interrogated further through an analysis of Radiance Daylight for those living rooms most affected i.e. the lowest 3 of the 4 corner living rooms. This showed that the lowest living room would experience a 0.5% reduction in its ADF, which is 22% less than its baseline value. However, the light reflected from the proposal compared to the existing buildings, means they would retain an ADF of 1.84%, which is in excess of the BRE and British Standard recommended for this type of room (1.5%). The other two living rooms would retain ADFs of 2.22% and 3.08%, which are well in excess of recommended level. The third floor living room would see an improvement in its daylight.

There would be some bedrooms which experience a noticeable change but the overall effect of the proposal on and the retained levels of daylight within the principle living spaces is of **minor adverse significance**.

3-5 Edgehill Street

In the existing condition 0/38 windows are compliant for VSC daylight and 0/20 (100%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 38/38 of windows would be compliant for VSC and 18/20 rooms for NSL.

The windows in the 2 remaining rooms are fully BRE compliant with no window experiencing an absolute loss in VSC. The baseline level for these windows is already low such that even a small loss would produce a high percentage figure by comparison. However, the change in NSL would be noticeable but the ADF within the two rooms would change by no greater than 0.04% ADF. This will be at a level which would be imperceptible to the human.

The effect of the proposal on the daylight amenity would be of **negligible**.

25 Church Street

In the existing condition 60/171 windows are compliant for VSC daylight and 69/99 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 55/171 would be compliant for VSC and 89/99 rooms would be compliant for NSL.

17 rooms would experience a minor adverse effects to their daylight amenity when measured against the realistic targets for an urban area. The windows of the remaining 61 rooms all experience VSC changes of *moderate and major adverse* significance. Many of the windows are low level and have very low baseline VSC levels. Even the smallest loss of sky visibility would result in a disproportionate loss which would suggest a material and noticeable loss of daylight amenity.

Despite the moderate to major adverse losses in VSC the changes in NSL to 52 of the 61 rooms would be fully compliant. 7 of the remaining 9 rooms would be affected to a minor adverse extent and the remaining 2 rooms, experience NSL alterations of 34%, but retain NSL to 63%-66% of the area of the room.

These results suggest that the change to daylight in the 61 rooms would be noticeable. A sense of daylight would remain within these rooms as a result of the Birchin Lane gap directly opposite. The significance of the effect of the proposal on this building would be of **no greater than moderate adverse significance**.

A Radiance Daylight Analysis of the 2 worst affected rooms show that with the light reflected from the proposal the rooms retain a daylight level of 1.99% and 2.4% (ADF) which are in excess of the recommended level for a living room.

12-16 Church Street

In the existing condition 2/41 windows are compliant for VSC daylight and 22/23 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 2/41 of windows would be compliant for VSC and 8/23 rooms would be compliant for NSL.

Due to the height of the proposal and the narrow separation distance to this building, all affected windows experience changes in VSC which are major adverse. 23 rooms are located on the corner with windows which face onto Church Street. Therefore, the change in NSL is no greater than 0.7% and each retain an ADF of between 2.23% and 3.10% against a BRE and British Standard recommended 1.5%. The effect of the proposal is, therefore, considered to be of minor adverse.

There are 3 bedrooms next to the three lowest corner living rooms which do not have mitigating windows. As they are located close to the corner of the building, they have peripheral light from Church Street. As a result, despite the major adverse VSC alterations they would be fully compliant in NSL terms and retain ADFs of between 1.59% and 1.99% against a recommended 1% for a bedroom. The effect would be minor adverse.

The remaining 16 rooms would all experience material, noticeable and major adverse change. Radiance Daylight Analysis shows that whilst the 3 rooms will experience 43%-46% reductions in their ADF levels, reflected light means they retain ADF levels of 1.45%-1.7% against the recommended 1.5% for a principle living space.

Therefore, whilst the majority of the rooms in this building experience noticeable change, the overall effect in the principle living spaces, would be **moderate adverse**

3 Joiner Street

In the existing condition 101/218 windows are compliant for VSC daylight and 113/163 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 91/218 of windows would be compliant for VSC and 89/163 rooms for NSL.

70 of the 163 rooms would experience VSC and NSL alterations which are fully BRE compliant with the impact being negligible. 11 rooms would experience a minor adverse effect measured against the realistic targets for an urban area.

In a further 15 rooms, the VSC and NSL shows a material effect. However, an ADF analysis indicates that there will be a no greater than 0.1% ADF change, which will be unnoticeable to the human eye and the impact would be minor adverse.

3 of the 67 remaining rooms have four windows, only two of which are materially affected. The other two windows ensure that the rooms retain very good levels of daylight ranging from 4.49% to 5.37% ADF. The effect would be minor adverse.

The windows serving the remaining 64 rooms would have a major adverse alteration to VSC and NSL. This suggests the change would be noticeable. The majority of these have balconies which restrict sky visibility and can exacerbate the effect of a proposal. Without the balconies, the effect would be around 15% better and demonstrates that around 15% of the effects of the proposal are attributable to them.

Radiance Daylight Analysis shows that 6 rooms would experience 0.23% to 0.55% absolute reductions in ADF levels. These are relatively moderate reductions in absolute terms, but represent 50%-60% reductions relative to the baseline level and would be noticeable. These low level rooms are poorly lit in the existing situation and, therefore, supplementary lighting is already being used and impacts are, therefore, considered to be of no greater than moderate adverse.

The Radiance Daylight analysis of these 6 rooms suggests that the light reflected from the proposal would reduce the effect by 40%-50%. Using this rule of thumb and looking at the ADF values in the rooms higher up the building, this would suggest that there would be a material and noticeable changes in many rooms. There will also, however, be many rooms within which the retained ADF's will fall within the BRE and British Standard recommendations.

In consideration of the above, therefore, whilst many of the rooms in this building will experience a change in daylight amenity which is material and likely to be noticeable to the occupants, some of the effects are partially attributable to the balconies. The overall effect is considered to be of **moderate adverse significance**

18-24 Church Street (The Lighthouse)

In the existing site condition 8/11 windows are compliant for VSC daylight and 10/10 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 1/11 windows would be compliant for VSC and 2/10 rooms for NSL.

3 rooms experience a minor adverse effect when measured against the realistic targets for an urban area. The windows in the remaining 7 rooms experience VSC and NSL alterations of moderate to major adverse impact which would be noticeable. Radiance Daylight analysis on the 3 worst affected rooms show that they experience 30%-45% reductions in their ADF levels, but with the reflected light from the proposal they retain ADF levels of 1.27%-3.54% against the recommended 1.5% for a principle living space and 1% for a bedroom.

Whilst the majority of the rooms experience noticeable change the overall effect on principle living spaces, would be **moderate adverse significance**

Bridgewater Place

In the existing site condition 18/105 windows are compliant for VSC daylight and 22/78 of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 14/105 of windows would be compliant for VSC and 14/78 rooms for NSL.

2 rooms would experience VSC and NSL alterations which are fully BRE compliant. 2 rooms experiencing a minor adverse effect when measured against the realistic targets for an urban area.

The windows of 41 rooms would have less than 5% VSC and less than 0.5% ADF. Supplementary electric lighting is most likely to already used in these rooms and will continue to be so with the proposal. The effect of the proposal would be minor adverse.

5 of the 31 remaining rooms are living rooms which have more than 1 window. Despite the alterations the rooms experience BRE compliant or, in the case of one room a 21.8% change in NSL and all retain between 1.47% and 2.18% ADF against the recommended level. The effect would be of minor adverse significance.

Of the remaining 26 rooms 14 are bedrooms and 12 living rooms. They would experience VSC and NSL alterations which are of moderate to major adverse. 8 of the 12 living rooms do, however, have low baseline daylight values with VSC of between 5% and 10%. The small (3%-6%) changes in visible sky are disproportionate reductions which suggest greater impacts than will actually be present.

This leaves 4 living rooms and 14 bedrooms whose daylight amenity is materially affected. Assessing the rooms using Radiance Daylight Analysis will, marginally improve the effect with 3 rooms achieving 56%-68% ADF reductions. This, suggests a noticeable change but marginally below the recommended ADF value for a bedroom. The light reflected from the proposal would reduce the above to more than 10%. This is because this building can also derive daylight peripherally from Joiner Street.

18 rooms in this building will experience noticeable change, as this mainly affects bedrooms the impact would be of **moderate adverse significance**.

18-20 Turner Street

In the existing site condition 1/26 windows are compliant for VSC daylight and 3/12 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target) 26/26 would be compliant for VSC and 12/12 for NSL.

3 Union Street

In the existing site condition 0/16 windows are compliant for VSC daylight and 1/12 rooms are compliant for NSL.

With the development in place and the results weighted to make the allowances as set out above (BRE target). 16/16 windows would be compliant for VSC and 12/12 rooms for NSL.

Sunlight Impacts (Completed Development)

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window:

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

A sunlight reduction of over 20%, does not automatically mean that sunlight to that room is not sufficient but would be noticeable. The guide acknowledges that if an existing building is close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

The impacts of the development within this context are set out below:

23 Church Street

In the existing site condition 30/38 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 21/38 rooms would be compliant.

Of the 17 remaining rooms 14 are bedrooms which, by virtue of their usage and as stated in the BRE guidelines, have a lower expectation for sunlight. Whilst the 3 affected living rooms will experience noticeable reductions, their baseline levels are uncharacteristically high for an urban location. The sunlight in these 3 rooms would fall marginally below recommended levels but retain total APSH levels of above 21% against the recommended 25%.

Some bedrooms experience noticeable changes that are moderate adverse the overall effect within the principle living spaces would be **minor adverse**.

3-5 Edgehill Street

In the existing site condition 20/20 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 20 /20 rooms would be compliant.

18-20 Turner Street

In the existing site condition 3/12 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 12/12 rooms would be compliant with the APSH target.

25 Church Street

In the existing site condition 64/65 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 58/65 rooms would be compliant with the APSH target.

The remaining 7 experience noticeable reductions but their baseline levels are uncharacteristically high and all would be BRE compliant or better.

Winter sunlight levels will range from 2% to 4% against a BRE recommended 5%. Therefore, whilst 7 rooms experience a noticeable change the overall effect would be **minor adverse**.

3 Union Street

In the existing site condition 12/12 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 12 /12 rooms would be compliant with the APSH target.

12-16 Church Street

In the existing site condition 0/3 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) all 3 rooms will experience changes in sunlight amenity which are major adverse in significance. The rooms will, however, retain a sense of sunlight and brightness will be reflected into the room from the façade of the proposed development.

3 Joiner Street

In the existing site condition 27/59 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) 36/59 rooms would be compliant with the APSH target.

1 of the remaining 23 rooms would experience a minor adverse effect. There are 9 living rooms in the remaining 22 rooms and the effect upon their sunlight material, noticeable and of major adverse significance.

With the exception of the two lowest living rooms directly facing the site, the other 7 living rooms retain a reasonable level of sunlight considering their urban location. The overall effect is considered to be **no greater than of moderate adverse**.

Bridgewater Place

In the existing site condition 0/6 rooms are compliant for APSH

With the development in place and the results weighted to make the allowances as set out above (BRE target) all 6 would be fully compliant.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Overall Impact on amenity of residents of 18-24 Church Street (The Lighthouse), 23 Church Street / 38 High Street, 3-5 Edgehill Street, 18-20 Turner Street, 25 Church Street, 12-16 Church Street, 3 Union Street, 1 Joiner Street (Bridgewater Place) and 3 Joiner Street (The Birchin) including privacy and overlooking

The properties have been adjacent to a site which is under developed. There is an identified need for more homes in the city centre. The proposal would re-use of a brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of The Birchin and The Lighthouse are of some significance although overall there is a good level of compliance with the BRE Guidance when assessed against the alternative targets which are considered to be appropriate to context. These impacts are to some extent inevitable if the site is to be developed to an appropriate city centre scale

The following matters are however important in the consideration of this matter:

- A number of windows and rooms will experience gains in daylight and sunlight over those achieved with the previous planning permission.
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;
- Reductions to the scale of the development could make it unviable.

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines

Cumulative Effects

Demolition and Construction - Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Completed Development - There would be a total of 945 windows serving 616 rooms including existing and cumulative schemes surrounding the site. These have all been assessed in terms of VSC and NSL with the exception of 25 Church Street, there is no change in the effect of the proposed development with the two cumulative schemes in place.

At 25 Church Street, the two cumulative schemes alter the baseline daylight and sunlight levels within a few rooms to the effect that the construction of the proposal would result in a lesser effect upon them.

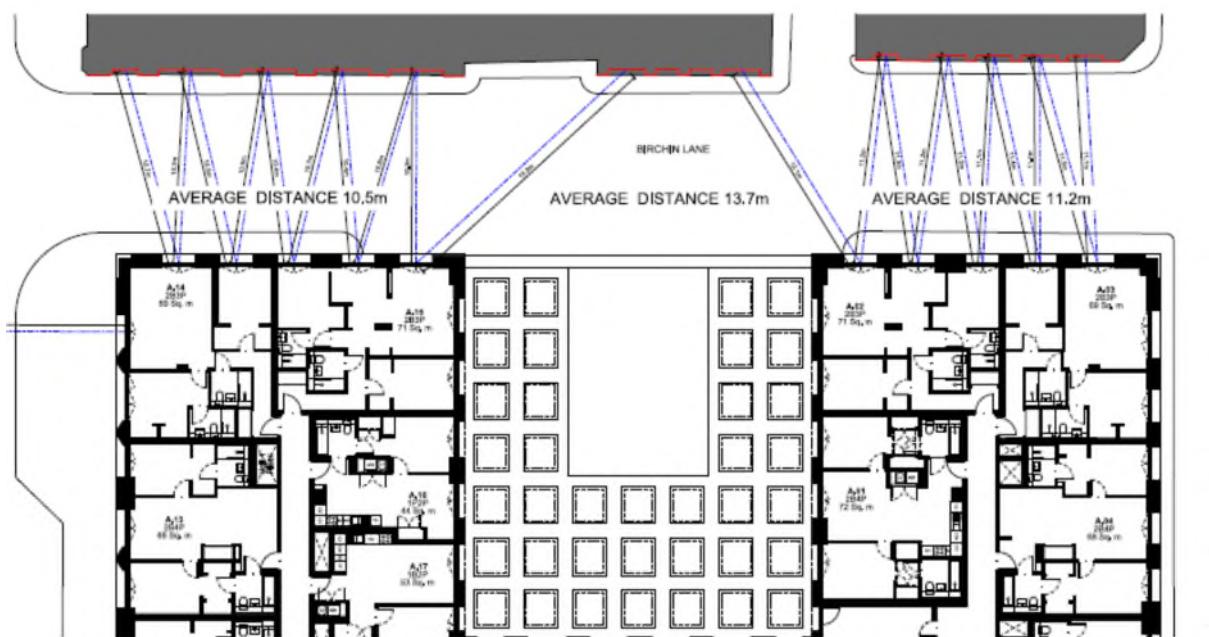
The effect of the proposal on the two cumulative schemes would be negligible on daylight amenity at the Red Lion Street site with a minor adverse effect on sunlight amenity within two of the 20 rooms assessed. The proposal would have a minor adverse effect on daylight within one of 120 room and a negligible effect upon all rooms material for sunlight assessment.

Mitigation Measures

Whilst the proposal would cause some daylight and sunlight effects with a greater than minor adverse significance, no mitigation measures, beyond the design are available. The mitigating design features include:-

- i. raking back of the upper floors which reduces the mass of building.
- ii. The chamfered corner on High Street /Church Street would allow more light to pass around it.
- iii. All balconies are Juliette's and do not project outside the envelope.
- iv. The building line along Church Street has been brought in by 1.1m from the line of the market stalls widening the building to building distances on this part of the street
- v. The pale glazed ceramic would reflect natural daylight and be responsive to different lighting conditions during the day.

Overall Impact on amenity of residents of The Birchin and Lighthouse including privacy and overlooking



A key consideration is whether the proposal would impact on the amenity for neighbouring residents. The properties benefit from being adjacent to a site which does not respect the historic grain of building in this area. This creates greater distances to adjacent buildings. The minimum distance between buildings across Birch Lane would be approx 10 m and the buildings step back at the 4/5th floors (Pall Mall House) and 7th floor (Birchin House) with many distances increasing with building height. The Church Street blocks opposite set back between approx 20m to 21m. The minimum distance between buildings across Joiner Street would be approx 7m metres up to the 6th floor level (Birchin and parts of The

Lighthouse Hotel and Apartments. The apartments under construction on the former Tib Street surface are 7m across Joiner Street iup to the 6th floor level.

The separation distances proposed are on the whole greater than is characteristic of that between other buildings within the immediate area and are considered to be in-keeping with the existing dense urban environment within the Northern Quarter as can be seen from the following examples.

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



1 – Roman Entry – 6m



2 – Union Street – 6.1m



3 – Catlow Lane – 3.5m



4 – Kelvin Street – 4.7m



5 – Carpenters Lane – 5.5m



6 – Hare Street – 6.2m

The buildings that occupied the site prior to 1969 were more typical of the urban grain that prevails in the area. Those buildings would have had windows opposite those in adjacent apartment. The 'U' shaped plan form of the proposals has reduced the number of windows which would be directly overlooked at back of pavement line.

Manchester has an identified housing need and the city centre has been identified as the most appropriate location for new development. The proposal would result in the efficient re-use of a brownfield site which has a negative impact on the surrounding townscape. It is considered on balance that the level of impact and the public benefits to be derived weigh in favour of the proposal.

Air quality

An air quality assessment has considered whether the proposal would change air

quality during the construction and operational phases. The majority of the site is within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads.

Dust would be inevitable during construction but there is limited demolition with most works associated with earthworks and above ground construction. Good on site practices during this stage this would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The impacts on air quality once complete would not be significant. No car parking is proposed and occupants would be encouraged to cycle and there is 75% provision. The proximity of public transport means that many residents would walk or use public transport. In light of the mitigation measures proposed above, there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact that adjacent noise sources might have on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can easily be achieved with relatively standard thermal glazing.

Vibration from trams on High Street is low and is unlikely to result in an adverse effect. It is possible that vibration could pass through the building's structure but mitigation would address this.

TV and Radio reception

A Baseline TV Reception Report has been prepared in support of the Application. The assessment indicates that there is good signal reception at the locations surveyed. At all measurement locations, recorded field strength levels for Digital Terrestrial Television ('DTT') signals from the Winter Hill transmitter were mostly found to be above the recommended minimum limits for both standard and high definition. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Conclusions in relation to CABI and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABI and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

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

Archaeological issues

Greater Manchester Archaeological Unit have concluded that the site is unlikely to retain any archaeological interest and have confirmed that no further archaeological work is necessary.

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

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats within the site are of ecological value in terms of plant species and none represent natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present. It is unlikely that bats roost in the buildings. However, there maybe crevice dwelling bats who utilise the buildings occasionally. As a precaution, Reasonable Avoidance Measures would be carried out prior to the demolition of certain features. If bats are found or suspected, as a legal requirement, works should cease immediately until further advice has been sought from Natural England or the scheme ecologist.

Tree planting in the courtyard and the planting on the roof terrace would improve biodiversity and form corridors which enable natural migration through the site. The increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area. A condition would require mitigation for the loss of potential bat roosting features and to explore potential for street tree planting on Church Street and High Street.

Waste and Recycling

A ventilated refuse chute has been integrated on each residential floorplate opposite the main lift core. It would have a tri-separator to allow residents to select the type of waste. A tri-separating compaction machine would automatically separate the waste types into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste will be collected by a private collection.

A retail/restaurant refuse store would be located off the arcade leading to Church Street so as not to detract from the active frontage to Stationer's Court.

The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition.

In accordance with MCC guidance, containers would be taken to a designated location on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the loading bay.

Servicing and Deliveries

Delivery and postal vehicles would be able to park on Bridgewater Place nearest High Street during permitted hours.

Retail/Restaurant Deliveries would be from the designated delivery lay-by on Birchin Lane.

The main access for the MCSP would be a new lay by on Church Street.

A condition requiring the agreements of a final service management strategy would be attached to any consents granted.

Flood Risk and Sustainable Urban Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

Attenuation storage would be either tank and pump or tank and flow control device such as a hydro-brake unit. This would be located below the ground floor slab or located externally in the court yard. The attenuation storage will facilitate a restriction of surface water runoff to 50% of the existing rate which equates to 20l/s based on a 1 in 2 year storm event.

Conditions would require details of the surface water drainage and a maintenance and management plan to be submitted for approval. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

Contaminated Land Issues – A phase 1 Geo- environmental Report (Desk Study) has assessed geo-environmental information based on desktop / published sources, a site walkover survey. The potential for the presence of contamination associated with Made Ground beneath the existing structure is considered to be limited. The UXO risk is confirmed to be low

The historical uses of the site mean that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would present a low risk to future site users and construction workers.

A condition would require a full site investigation and remediation measures to be submitted and agreed and on the MSCP site a condition requiring a watching brief for any contamination would be attached to any consent granted.

Cycle Parking - Secure and covered residential cycle parking is proposed to be provided within the curtilage of the building at ground floor and mezzanine. Cycle parking is set at 75% overall provision on site (270 spaces for 361 residential units)..

Disabled access – The building would be accessible to all and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated into the design. This would deliver homes that allow adaptation of the dwelling to meet the changing needs of occupants over time, including those of some older and disabled people. Over 10% of the units would comply with Building Regulations M4(2) standards.

There are approximately 11 dedicated accessible parking spaces close to the site around which includes; 3 spaces on Brick Street, 4 on High Street either side of its junction with Back Turner Street, 1 on Turner Street, 1 on High Street adjacent to its junction with Edge Street and 1 on Thomas Street and 1 on Edge Street.

There will also be opportunities for disabled car users who will reside in the development to rent spaces in nearby off-site car parks through NCP.

It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour – A condition would be attached to any consent granted which sets out a requirements in relation to the employment of The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management - Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors which would increase local expenditure in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design;
- It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, such as in Stationer's Court;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Widening of Birchin Street will increase visibility and increase the attractiveness of the route for pedestrians;
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to TFGM's / Highways comments 121447 (Markets)

A condition attached to any consent granted would require further details to be submitted to demonstrate that the operation of the Market Stalls would not affect pedestrian safety.

Response to Objectors Comments 121375

The majority of the comments have been dealt with above, however the following is also noted:

- The guidance in the Conservation Area Leaflet needs to be considered alongside Policy and as set out above it is considered that the site is an appropriate part of this Conservation Area for a taller building.
- The façade responds to the key design features of the Conservation Area whilst being of scale appropriate to its specific location.
- The proposal includes ground floor commercial floorspace that appeal to independent retails such as those found in the Northern Quarter. They would be subject to an operational management scheme with requirements to ensure amenity is not compromised, such as appropriate opening hours to be agreed with the Council
- This is a highly sustainable location reducing the need for car usage and parking is not proposed.
- The development incorporates sustainable measures and would include a rooftop garden with planting.
- The back streets provide important access for servicing and deliveries for proposed and existing buildings. High Street and Church Street is restricted by Metrolink and bus lanes/loading restrictions. The general environment of Birchin Lane will be significantly improved.
- Discussions with a parking operator would be available for car parks within 5-10mins of the site. The developer has also agreed to provide a City Car Club Space near to the site.
- The design and access statement sets out clearly how emergency vehicles will be able to access the site via Birchin Lane.
- The Head of Environmental Health is satisfied that the amount of bins proposed is acceptable and compliance with the City Council's Guidance.
- Highways have requested a robust service management plan to be conditioned which will ensure that servicing of the site is managed appropriately.
- The Environmental Statement includes a detailed Townscape and Visual Impact Assessment which assessed the visual impact of the proposal from seven representative views.

Views 5 and 6 show the proposal in the context of Church Street and the assessment concludes there would be a beneficial impact due to the improved legibility, architectural style and street level activation. The views in the Design and Access Statement address the massing from street level where the proposal is not shown in its whole as it won't all be seen. The massing was presented at the second consultation held in July 2018.

The applicant explored options a lengthy period which were considered against a number of planning issues including heritage and daylight and sunlight.

The proposal aims to reconnect the Site to the Northern Quarter through ground floor uses.

In response to the additional comments made in relation to the Sunlight and Daylight Analysis as a result of the re-notification, the following is noted:

- Section 2.2 of the 2011 BRE guidelines, references the assessments which should be undertaken in order to quantify the effect of a proposed development upon the daylight and sunlight within existing buildings. It states that consideration should be given to both the amount of visible sky from the centre of the outside of the window face (VSC) and the amount of visible sky at table top height within the room (NSL);
- Paragraph 2.2.3 states:- *“... the numerical guidelines given are purely advisory. Different criteria may be used based upon the requirements for daylighting in an area viewed against other site layout constraints. Another important issue whether the existing building is itself a good neighbor, standing a reasonable distance from the boundary and taking no more than its fair share of light”*;
- It should be borne in mind when viewing percentage of baseline reduction that, due to their urban location, many of the surrounding windows already have low levels of sky visibility and even small changes can present themselves as disproportionately large percentage reductions suggestive of a change that is more material than it actually is;
- Section 2.1 of the Guidance relates to the consideration of the level of daylight amenity with respect to the design of a new development;
- Section 2.2 of the BRE guidelines references 27% VSC as a target value. Appendix F demonstrates that this is, however, predicated upon a general construction angle of 25 degrees. It then goes on to state that if, following the construction of a new development, the VSC level should fall below 27% or if it is below that in the existing situation and reduces by more than 20% of the original baseline value, then the change in daylight amenity may be noticeable to the occupant;
- The VSC assessments which have been undertaken have not replaced these ‘standard’ assessment values with any of the others from Appendix F of the guidelines. The overall effect of the proposed development has, however, considered retained VSC values which are more representative of the urban location of the site including considerations relating to many of the windows surrounding the site already having well below these values due to their urban location;
- Only properties which will not experience any changes to their level of daylight amenity which breach the guidelines laid down in Section 2.2 have been judged to experience a negligible effect;
- There will be some losses of daylight and sunlight amenity to the surrounding properties which are beyond the strict BRE guidelines and some rooms will not meet the minimum recommended ADF levels for new developments. Again many of the surrounding windows and rooms do not meet the minimum recommended daylight/sunlight levels in the existing situation due to their urban location. The assessments undertaken have, therefore, considered how much light will be lost when the Proposed Development is constructed, how

much will be retained and, in relation to the urban location of the surrounding properties, the significance of the changes relative to the expectancy for daylight in such a location.;

- Radiance Daylight assessments are very technical and complex. They have, however, been undertaken upon those rooms which will experience more material VSC and NSL changes in order to understand the overall level of change in daylight when the light which will be reflected from the façade of the Proposed Development back into the rooms is also considered. The assessments have been undertaken using publicly available floorplans or from reasonable assumptions based upon external architecture;

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed developments would not adversely impact on any relevant protected characteristics including those of the Market Stall holders as alternative premises are to be provided for them close to the existing site. A condition would be attached to any consent for the redevelopment (121375) which requires that the alternative premises would be available prior to any demolition of the existing market stalls.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing in the City as explained in the paragraph with heading “Affordable housing” in respect of 121375.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities, delivering the housing required to support a growing economy and population in the city centre. This would promote and support sustainable economic growth.

The development would deliver a high quality building and regenerate a poor quality site (with the exception of 20-22 High Street) and would respond well to its context. The site is could accommodate a building of the scale and massing proposed without harming the character of the Smithfield Conservation Area or the setting of adjacent listed buildings. The façade has been based on the characteristics of the Conservation Area. The street-frontages to Church Street, High Street and Birchin Lane would be re-vitalised and retain street-edge enclosure, while also complementing the vertical rhythms, established scale and visual texture of the individual streets.

The street-frontages would respond to the historic form of development. The scheme would add activity and vitality and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The development would inevitably impact on amenity and affect sunlight, daylight, overshadowing and privacy in adjacent properties. It is considered that that these impacts have been tested and perform given the historic City Centre context to an acceptable level against the BRE guidelines

The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it a second required by Section 38(6) of the Planning and Compulsory Purchase Act 2004

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character and would optimise the use of the site and would meet with the requirements of paragraph 127 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the Report and would be sought jointly and simultaneously. The site does not currently deliver fully in respect to any of these objectives and has not done for some time.

The setting of the listed Ryland's Building and the character of the adjacent Conservation Areas is currently undermined by the sites appearance

The NPPF (Paragraphs 192, 193 and 196) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires in the case of applications which directly affect a non designated heritage assets a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The loss of 20-22 High Street does cause less than substantial harm but this is justified by the public benefits derived from the comprehensive redevelopment of the site. These benefits will endure for the wider community and not just for private individuals or corporations.

It is considered that the public and heritage benefits of these proposals would secure the objectives of sustainable development and notwithstanding the 'great weight' given to conservation it has been demonstrated that the level of harm and conflict between the provision of such public benefits and heritage conservation is necessary to deliver those public benefits.

On balance there is policy support for the proposals. There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

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

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

Recommendation

121375- Minded to Approve (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing)

121446 – TEMPORARY 5 YEAR APPROVAL

Article 35 Declaration

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

121375

Conditions to be attached to the decision

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

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

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

(a) Dwgs 1816-FCBS/P/0099-Existing Site Plan- P1, 1816-FCBS/P/0100-Site Location Plan-P1, 1816-FCBS/P/0110-Proposed Site Plan-P1

(b) Dwgs 1816-FCBS/P/0200B-Proposed Basement Plan-P1
 1816-FCBS/P/0200-Proposed Ground Floor Plan-P2
 1816-FCBS/P/0200M-Proposed Mezzanine Plan-P2
 1816-FCBS/P/0201-Proposed First Floor Plan-P2

1816-FCBS/P/0202-Proposed Typical Floor Plan (Levels 02-14)-P2
 1816-FCBS/P/0215-Proposed Fifteenth Floor Plan-P2
 1816-FCBS/P/0216-Proposed Sixteenth Floor Plan-P2
 1816-FCBS/P/0217-Proposed Seventeenth Floor Plan-P2
 1816-FCBS/P/0218-Proposed Eighteenth Floor Plan-P2
 1816-FCBS/P/0219-Proposed Nineteenth Floor Plan-P2
 1816-FCBS/P/0220-Proposed Twentieth Floor Plan-P2
 1816-FCBS/P/0216-Proposed Roof Plan-P1
 1816-FCBS/P/0700-Proposed Section AA-P1
 1816-FCBS/P/0701-Proposed Section BB-P1
 1816-FCBS/P/0800-Proposed High Street Elevation-P1
 1816-FCBS/P/0801-Proposed Church Street Elevation-P1
 1816-FCBS/P/0802-Proposed Birchin Lane Elevation-P1
 1816-FCBS/P/0803-Proposed Bridgwater Place Elevation-P1
 1816-FCBS/P/0804-Church Street / High Street Corner Elevation-P1
 1816-FCBS/P/0301- Typical Bay Elevation to Retail- P1
 1816-FCBS/SK106-A - Proposed High Street Plan
 RFM-XX-00-DR-L-0001-Ground Floor General Arrangement
 RFM-XX-22-DR-L-0002-Roof Terrace General Arrangement
 RFM-XX-00-DR-L-0003-Ground Floor Illustrative Masterplan
 RFM-XX-22-DR-L-0004-Roof Terrace Illustrative Masterplan
 RFM-XX-00-DR-L-0005-Ground Floor Illustrative Sections
 RFM-XX-22-DR-L-0006-Roof Terrace Illustrative Sections; and
 RFM-XX-22-DR-L-0007-Planting Strategy

(c) FCBS Planning Design Intent Quality Note 18-01-19

(d) Waste Management Strategy Pages 112-113 of FCB Architects High Street Manchester Design and Access Statement;

(e) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Assessment Version A dated 11/09/18;

(f) FCSB High Street Accommodation Schedule;

(g) Archaeological Desk-based Assessment, 24-32 & 20-22 High Street, Manchester by the University of Salford;

(h) Mitigation Measures within Chapter 6 and Appendix 6.1 -6.4 (Energy Centre modelling methodology within High Street Manchester) of the Environmental Statement August 2018 by Deloitte Real Estate;

(i) Mitigation measures within Chapters 8,9,11 and 12 and Appendices 8.1, 9.1-9.3, 11.1-11.2 and 12.1 of the Environmental Statement August 2018 by Deloitte Real Estate;

(j) Measures detailed within Avison Young's Commercial Letting and Management Statement in Relation to: High Street, Manchester On behalf of CEG Partnership; and

(k) Mitigation measures set out in High Street Manchester - Environmental Statement Volume 1, August 2018 and Appendix 6.1 Energy Centre modelling methodology.

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

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

Samples and specifications of all materials to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements for the residential accommodation, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

5) No development shall commence unless or until an equipment protection and network disruption strategy and TfGM equipment access, fire, security, ventilation and maintenance strategy has been agreed with TfGM relating to the safeguarding and maintaining of equipment currently installed in the basement of 20-22 High Street and evidence of the approved strategy and agreed triggers for its implementation has been supplied to the City Council as local planning authority.

In relation to equipment protection and network disruption this shall include:

1. Measures to be implemented during piling operations (which may require, for example, the replacement of protection relays with anti-vibration components or other equipment modifications at the developer's cost)
2. Network disruption mitigation measures (which shall be agreed with TfGM and funded by the developer) to provide network resilience to enable the maintenance of the current operational service pattern. For the avoidance of doubt this may include the installation of additional equipment beyond the development footprint.
3. Maintenance of the low voltage power supply to TfGM equipment so as to be available and operational throughout the construction period including replacement if required and provision for any downtime (all at the developer's cost)
4. Measures to be taken to ensure 24 hour, 7 days per week access to TfGM infrastructure during demolition and construction
5. Provision of a single nominated point of contact to manage the strategy and liaise with TfGM and the Metrolink operator throughout the demolition and construction phases of the project. The nominated contact shall keep TfGM fully informed of progress via meetings and reports (at a frequency of no less than monthly) and shall provide site supervision of any construction activities which could impact on Metrolink infrastructure

In relation to the TfGM equipment access, fire, security, ventilation and maintenance strategy this shall include:

1. Evidence that the access route between the street and the TfGM premises provides sufficient space to transport the largest piece of Metrolink equipment. The evidence shall include a "swept path" analysis to prove that the lift, corridors, door openings etc. are of sufficient dimensions to enable the movement of the equipment.
2. Security measures to be employed to protect the access route to the TfGM premises and only allow access by authorised persons (which shall be available on a continuous 24 hour basis).
3. Detailed proposals for fire safety management of the TfGM premises including integration with the main building systems and provision of an early warning system with a direct link to the Metrolink Operator
4. Detailed proposals for provision of a ventilation system to provide a suitable operational temperature for the equipment in the TfGM premises and air quality for persons working and accessing the equipment rooms
5. Detailed proposals for a security alarm system for the TfGM premises with remote monitoring by the Metrolink operator.

The agreed strategies shall be implemented prior to demolition and shall thereafter be retained and maintained in situ.

Reason - To ensure that suitable mitigation for the continued operation of the Metrolink system is agreed and appropriate mitigation is in place prior to development commences pursuant to the provisions Core Strategy policy DM1

6) No demolition of the existing market stalls shall commence unless or until the development comprising the provision of alternative premises for the current market stall occupants as set out in application ref no 121447/FO/2018 is complete and available for occupation to those tenants who wish to relocate.

Reason

For the avoidance of doubt pursuant to Section 149 of the Equality Act (Public Sector Equality Duty) 2010 and pursuant to Core Strategy Policies SP1, EC1 and EC2

7) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered RFM-XX-00-DR-L-0001, FM-XX-22-DR-L-0002, RFM-XX-00-DR-L-0003, RFM-XX-22-DR-L-0004, RFM-XX-00-DR-L-0005, RFM-XX-22-DR-L-0006 and RFM-XX-22-DR-L-0007; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on High Street, Church Street, Birchin Lane and Bridgewater Place;
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of Bat bricks and/or tubes, green/brown roof, green walls, bird boxes and appropriate planting;
- (c) A strategy for the planting of street trees within the pavements on Church Street and High Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (d) Improvements to Street Lighting around the site;
- (e) A management strategy for the courtyard area and building entrances including hours during which the courtyard and routes through would be open to the public; and
- (f) A building cleaning schedule.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree

or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure 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) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

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

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

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

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

9) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with TFGM (Metrolink) which for the avoidance of doubt should include;

- *Display of an emergency contact number;
 - *Details of Wheel Washing;
 - *Dust suppression measures;
 - *Compound locations where relevant;
 - *Location, removal and recycling of waste;
 - *Routing strategy and swept path analysis;
 - *Parking of construction vehicles and staff;
 - *Sheeting over of construction vehicles;
 - *Details of how measures in relation to safe working near to Metrolink will be complied with;
 - *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
 - *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
 - * Details of the storage of plant and materials used in constructing the development;
 - * construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
 - * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
 - *The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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).

10) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a a historic building recording for 20-22 High St. 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. A phased programme and methodology of investigation and recording to include:
 - a Historic England Level 3 historic building survey

- a watching brief during stripping out work to record historic fabric
- 2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the historical interest represented.
- 3. Dissemination of the results commensurate with their significance.
- 4. Provision for archive deposition of the report and records of the site investigation.
- 5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

GMAAS will monitor the implementation of the recording on behalf of Manchester

11) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 11-09-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

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

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

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o 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 climate change in any part of a building. Hydraulic calculation needs to be provided;
- o 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.

- o Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

14) The development hereby approved shall be carried out in accordance with the ASE II Manchester Limited, High Street, Manchester, Outline Sustainability Strategy, 13.07.2018 Revision D and ASE II Manchester Limited, High Street, Manchester, Outline Energy Strategy, 13.07.2018 Revision D, SUSTAINABILITY by Hoare Lee SUSTAINABILITY

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

15) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the residential development; and
- (b) each commercial unit;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non-compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

16) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent tram and mitigating vibration and reradiated noise levels associated with the operation of the adjacent tram line shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

Reason

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

18) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as

reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

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

19) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit; has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

20) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work 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).

21) Final details of the method of extraction of any fumes, vapours and odours from (a) the apartments; and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

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

23) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

24) Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

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

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas and protecting Metrolink infrastructure from objects thrown from the roof gardens shall be submitted to and agreed in writing by the City Council as Local Planning Authority.
*full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

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

26) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Mott McDonald dated July 2018. In this condition a travel plan means a document that includes the following:

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

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

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

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

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

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

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

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

29) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local

planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

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

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

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

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

32) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

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

33) No development shall take place unless and until a scheme for the provision of overhead line building fixings to replace the existing overhead line fixing has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority.

Reason - In order to contribute toward the reduction of street clutter and improve visual amenity by reducing the number of overhead line poles directly adjacent to buildings, pursuant to Core Strategy policies DM1 and SP1.

34) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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.

35) 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 Core Strategy policy DM1

36) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

37) In the event that any of the commercial unit, as indicated on drawings, are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the

Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

38) The window(s) at ground level, fronting onto shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

39) If during works to convert the building to the use hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

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: 121375/FO/2018 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
 Corporate Property
 MCC Flood Risk Management
 Environment & Operations (Refuse & Sustainability)
 Oliver West (Sustainable Travel)
 Strategic Development Team
 United Utilities Water PLC
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Greater Manchester Geological Unit**

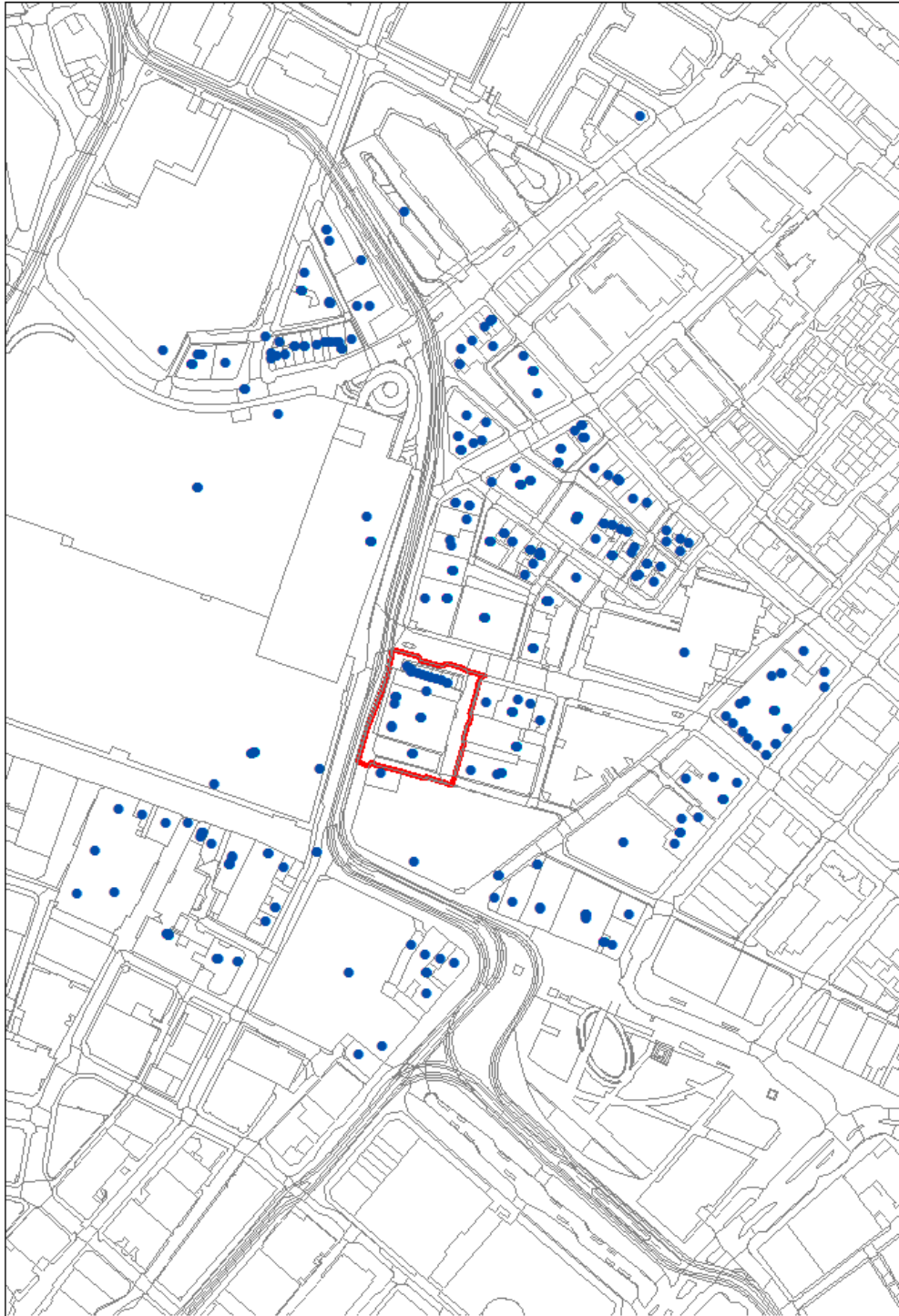
Greater Manchester Pedestrians Society
Manchester Markets
Northern Quarter Development Officer
Planning Casework Unit
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
Planning Casework Unit
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Manchester Markets
Northern Quarter Development Officer
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
Oliver West (Sustainable Travel)
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Greater Manchester Pedestrians Society
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Transport For Greater Manchester
United Utilities Water PLC

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

Representations were received from the following third parties:

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

Sit121121375/FO/2018



□ Application site boundary ● Neighbour notification
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121447

1) The permission hereby granted is for a limited period only, expiring on 28-06-2024 and the use comprising the development for which permission is hereby granted is required to be discontinued on that date.

Reason - The use hereby approved is of a temporary nature only and in order to allow the City Council the opportunity to reconsider the appropriateness of this use the consequences of which have not been considered beyond the 28th June 2024 pursuant to Core Strategy Policies SP1, CC1, CC7 and DM1.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

(a) Site Plans 816-FCBS/P/0099-P1, 1816-FCBS/P/0100-P1;

(b) Dwgs 1816-FCBS/P/0130-P1, 1816-FCBS/P/0131-P1, 1816-FCBS/P/0132-P1, 1816-1-FCBS/P/-0200-P2, 1816-1-FCBS/P/201-P2, 1816-1-FCBS/P/202-P2, 1816-FCBS/P/0700-P1, 1816-FCBS/P/0701-P1, 1816-FCBS/P/0800-P1, 1816-FCBS/P/0801-P1, 1816-FCBS/P/0802-P1, 1816-FCBS/P/0803-P1, 1816-1-FCBS-P-0200-P4 and 1816-1-FCBS-P-0200-P5.

(c) Recommendations to improve security within GMP (Design for Security) letter dated 07-09-19; and

(d) Management measures detailed within sections 5.1, 5.2, 5.3 and 5.4 of the submitted Design and Access Statement by FCB.

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to Core Strategy policies CC1, CC7, SP1, DM1 and saved UDP policies and DC26

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

*Display of an emergency contact number;

*Details of how the construction phasing will have due regard to the approved development at Red Lion Street (application ref no 113713 as amended by 119143 and 123173)

*Details as necessary of Wheel Washing and Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles;

*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;

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

Reason - To safeguard the amenities of nearby residents and highway safety, and to ensure that the delivery of the adjacent development detailed above is not compromised pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

4) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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

5) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

6) Final details of the method of extraction of any fumes, vapours and odours from each units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use A3 /A4/A5 use. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

7) Prior to occupation of each unit within the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise

emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non-compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

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

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

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

9) The premises including the external areas shall not be open to the public outside the following hours,:-

0900 to 17.00 Monday to Sunday

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to Core Strategy Policies DM1 and SP1 and saved UDP policies DC26.1 and 26.5.

10) The consent hereby granted shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policies SP1 and DM1 of the Core Strategy

11) Prior to the first use of the Markets Stalls hereby approved commencing, a scheme of highway works and details of any footpath reinstatement 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:

(a) Any necessary highway works to ensure pedestrian safety in relation to the operation of the Markets;

(b) Removal and relocation of redundant and other street clutter required for the operation of the Markets.

The approved scheme shall be implemented and be in place prior to the first occupation of the Market Stalls within the final phase of the development hereby approved.

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).

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: 121447/FO/2018 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
Corporate Property
Strategic Development Team
City Centre Regeneration
United Utilities Water PLC
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Markets**

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



Application Number	Date of Appln	Committee Date	Ward
122523/FO/2019	26th Feb 2019	27th Jun 2019	Piccadilly Ward

Proposal Erection of part 17 (plus mezzanine level), part 6 storey building and the conversion with single-storey rooftop extension of the existing building at 1 & 3 Back Turner Street (comprising 13 x 1-bedroom, 1 person apartments, 9 x 1-bedroom, 2 person apartments, 24 x 2-bedroom, 3 person apartments, 13 x 2-bedroom, 4 person apartments, 6 x 3-bedroom, 6 person apartments (65 total)) above ground floor commercial floorspace (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema) use with associated landscaping and other works following demolition of existing buildings at 30 & 32 Shudehill and 1 & 3 Nicolas Croft.

Location Land Bound by Back Turner Street, Shudehill, Soap Street And High Street, Manchester, M4 1EW

Applicant Mr Simon Ismail Salboy Limited, C/o Agent,

Agent Miss Ellie Philcox, Euan Kellie Property Solutions, Landmark House, Station Road, SK8 7BS

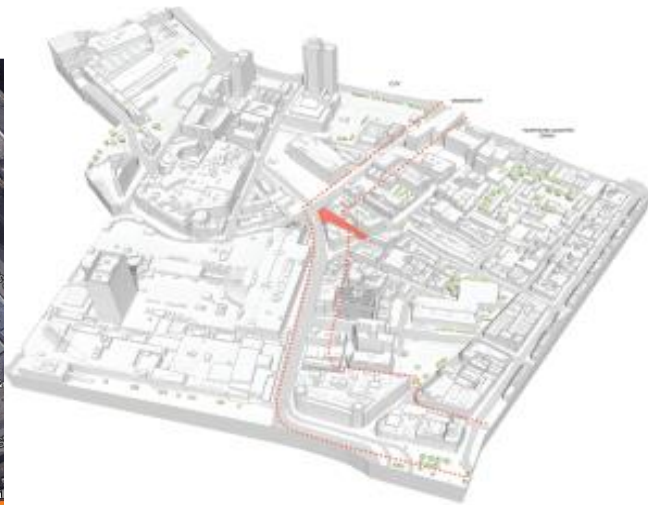
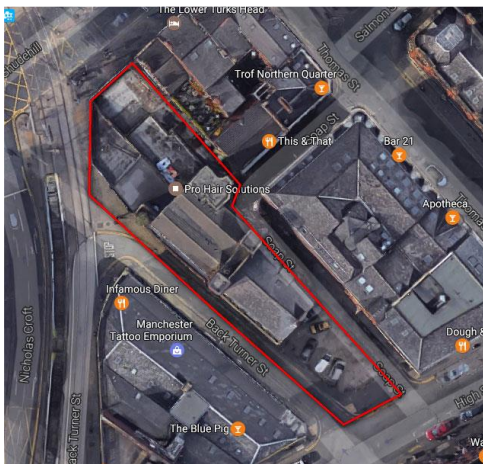




Application site plan and images

DESCRIPTION OF SITE AND CONTEXT

The site measures 0.16 ha, and is bounded by High Street, Back Turner Street, Nicholas Croft, Shudehill and Soap Street. The site is wider at Shudehill than at High Street.



It contains: 30-32 Shudehill, and 1 Nicholas Croft, which are one storey vacant shops; 3 Nicholas Croft, a one storey shop; and, 1-3 Back Turner Street, a five storey warehouse which is in a poor state of repair. 5 Back Turner Street was demolished in 2018 owing to its dangerous condition. Around a third of the site is cleared and untreated. The exposed gable walls of 1-3 Back Turner Street, its poor and dilapidated condition and the remaining buildings give the site a poor appearance.

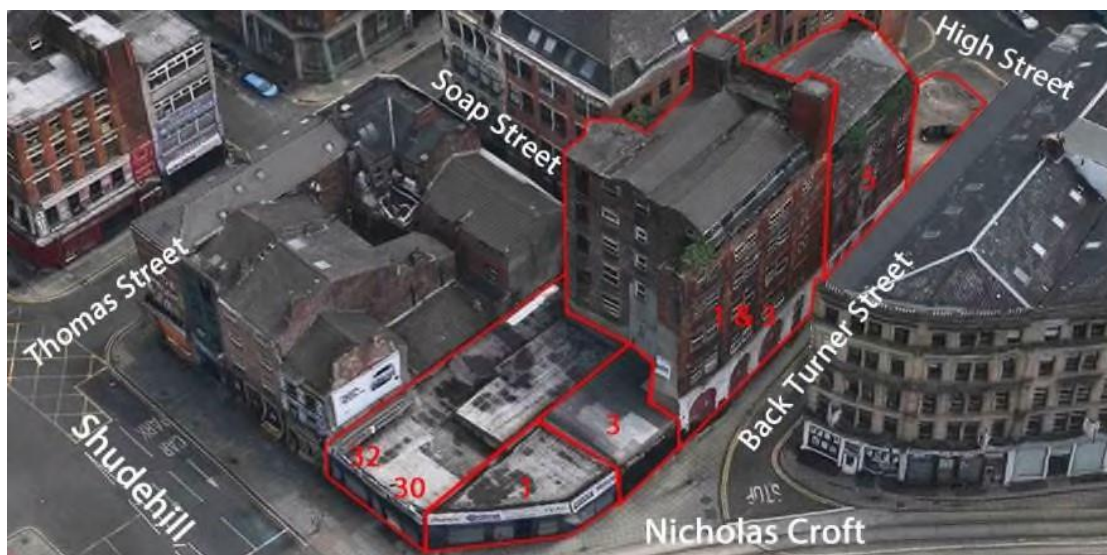


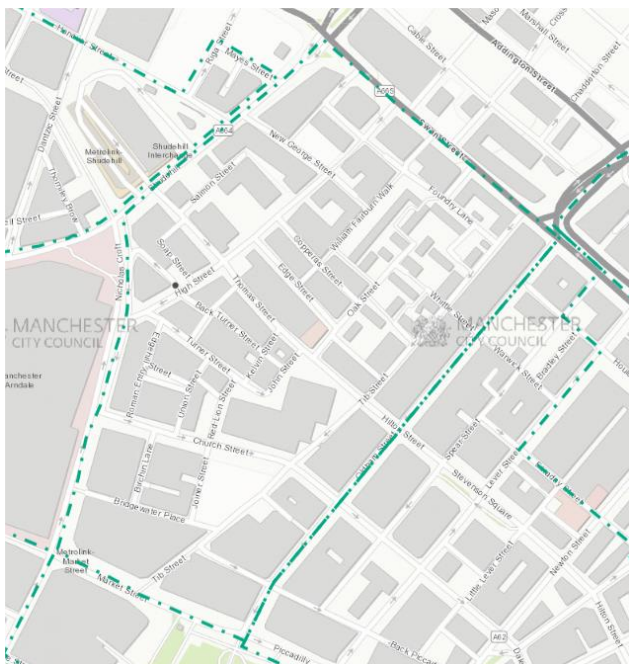
Image of site prior to demolition of 5 Back Turner Street

30-32 Shudehill was built in the early-19th century as a pair of 3 storey shops, which were later converted to commercial and warehouse. 1 & 3 Nicholas Croft was previously a four-storey warehouse built in the early-19th century. These buildings were semi-derelict by the 1930s and the top two and three floors respectively were removed around 1960, leaving only the ground floor shop floor remaining. Little historic fabric remains following successive 20th century re-fits. 1 & 3 Back Turner Street was five storeys and built in the early 1920s as an extension to 5 Back Turner Street. It has a simplified Edwardian Baroque style, with glazed buff terracotta detailing, such as pilasters, capitals and cartouches and along the ground floor plinth. The quality of materials and design on Soap Street, was basic. All original sash windows and doors have been replaced and it was extensively refurbished in the 1990s. It is a Non Designated Heritage Asset. The cleared area fronting High Street has been used as a surface car park.

Soap Street is narrow and contains the rear elevations of buildings on Thomas Street and High Street, which have bar and restaurant uses on the ground floor with residential above (these buildings which include the 4 storey Jewel House(High Street) and 10-20 Thomas Street (also 4 storeys) are the closest apartments to the site. On the opposite side of High Street are four and five storey, traditional brick warehouses that have been converted to commercial and residential uses. Basil Chambers to the south and southwest, is a five to seven storey, stone and cast iron office building with ground floor Commercial.

On Shudehill buildings range in height from the more domestic 2 and 3 storey Victorian Buildings to the more modern Transport Interchange and Crown Plaza Hotel at 10 storeys.

The site is in the Smithfield Conservation Area and adjacent to the Shudehill Conservation Area. The following grade II listed buildings are nearby: 75-77 High Street, the Hare and Hounds (29 Shudehill), CIS Building (Miller Street), 9-19 Thomas Street and 79 High Street which together form the remains of a former fish market, 10-20 Thomas Street and 1-33 Thomas Street.



The Northern Quarter includes a variety of uses including: digital, media and technology-based companies; creative and cultural industries; a large number of homes, offices, hotels, serviced apartments, retail and independent bars and restaurants. Its many independent businesses define the Northern Quarter. There are more mainstream leisure and food and drink related uses within and around the Printworks to the west. Many listed buildings in the NOMA estate have been or are being refurbished for office accommodation.

Buildings within the Smithfield Conservation Area are generally more modest however, buildings to the south and west are larger and include Debenhams at 7 storeys, Afflecks Palace at 5 storeys, The Birchin 9 storeys, The Lighthouse/ Pall Mall 15 to 20 storeys, 25 Church Street 9 storeys, Red Lion Street 11 storeys approved and Tib Street Car Park 9/10 storeys. Similarly at its north east and west boundaries are One Smithfield Square 10 storeys, Crowne Plaza 10 storeys. Oxid House (13 storeys) and The Astley (9 to 15 storeys) are larger buildings and indicate a changing context around the fringes of the Northern Quarter around the major transport corridors and to the north.

The urban grain around this area is varied. It is much finer adjacent to the High Street and principle Northern Quarter facing parts of the site with its grid of intersecting streets. Buildings around High Street closest to the site are generally between 2 and 7 storeys with 3 and 4 storeys being the predominant building height. Beyond this building heights increase and the west part of High Street dominated by the Arndale Centre.

Shudehill has a mix of large buildings such as the Arndale Centre, Printworks, buildings within the Co-op Estate (CIS Tower 26 storeys and New Century Hall 14 storeys), 1 Angel Square (15 Storeys), 25 Rochdale Road 15 (storeys) and the Shudehill Transport Interchange along with some Victorian Buildings ranging from 2 to 6 storeys.

NOMA includes a 35 storey building at the junction of Shudehill and Miller Street and a 40 storey tower is proposed as part of Angel Meadows. A 31 storey building has been approved within New Cross at the corner of Rochdale Road and Swan Street. The northern arc around the city centre is a focus of investment and regeneration.

The Shudehill Metrolink stop is immediately opposite the site and Victoria and Piccadilly stations are nearby. There are two multi storey car parks nearby. The Site is within Flood Zone 1 which means there is less than a 0.1% (1 in 1000) chance of flooding occurring each year



DESCRIPTION OF DEVELOPMENT

The application proposes 65 apartments in a development that has three distinct components which are described within this report as Buildings A, B and C. 30 & 32 Shudehill and 1 & 3 Nicolas Croft would be demolished.

Building A fronts Shudehill and would be 17 storeys with 44 apartments including 5 one-bed, 1 person, 5 one bed 2 person 21 two bed, 3 person and 10 two bed, 4 person. Duplex apartments on the upper floors would have double height spaces and the building would have an angular 'butterfly' roof.

The height of this Building would be 58.18m above pavement level.

Building B would comprise the conversion and extension of 1&3 Back Turner Street to provide 13 apartments (eight 1 bed 1 person, four 1 bed, 2 person and one 2-bed, 4 person apartments). Due to limited floor to floor heights, the fifth floor would be replaced with a one storey extension. As much of the existing building fabric as possible would be retained. There would be cycle stores and plant equipment in the basement.

The new glazed roof storey would sit below the existing parapet line and have a roof terrace, set back from the building line, which would physically link it to the 17 storey element.

Building C at High Street would be 6 storeys and contain 8 duplex apartments with three 2-bed/3 person, two 2-bed/4 person and three 3-bed/6 person. This block would be set back from the High Street frontage where a 'pocket' park would be created.

The homes would be for open market sales. There would be commercial space on the ground floor of building A and building C, for use classes A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema).

The 17 storey building would be clad in triple glazing which would be diffused to allow different amounts of light to pass through. There would be pressed bronze coloured polyester powder coated panels at level 2 facing the Lower Turks Head.

The High Street component would be built of red brick with different bonding patterns and features, pressed bronze metal cladding at roof level, artisan metalwork, pre-cast stone dressings and floor to ceiling glazing at ground floor level. The windows would appear as glazed boxes, expressing a modern interpretation of a bay window with metal door openings for ventilation and an oriel window on the top level overlooking High Street.

1 & 3 Back Turner Street would be refurbished and repaired and its internal layout and character retained where possible. The building and windows would be repaired or, where necessary, replaced to match the existing. The external escape stair would be repaired and restored as a decorative feature.

The apartments would comply with or exceed the Residential Quality Guidance (RQG) space standards. Many apartments could be adapted to meet the changing needs of occupants over time, including older and disabled people.

The footway on the south side of Back Turner Street would be widened to 2000 – 2282mm. The street would be surfaced in the same material to create a shared space, with the carriageway and footway delineated by a small drop kerb. Soap Street would be resurfaced and new kerbs installed. The penthouses would have a green roof and a tree would be planted in the 'pocket' park and 2 street trees are proposed on Shudehill.

Fume extraction would be in the ceiling void of each commercial unit, connected to louvres integrated into the design. Restaurants would require a kitchen extract system that would have carbon filters to prevent the discharge of cooking odours.



66 secure cycle spaces would be provided in two ground floor stores. There would be 3 bin stores, a plant room, a substation and residents storage on Soap Street. Further plant would be located at roof level within building A.

No on site parking is proposed but multi storey car parks are nearby where contract parking could be available to residents. A Framework Travel Plan has been prepared. Servicing would mainly be from Soap Street, with the retail units served via their main entrance on Back Turner Street and Shudehill.

Refuse storage would comply with 'GD 04 Waste Storage and Collection Guidance Version: 6.00' and provides 0.43sqm of space for each apartment. The apartments would have their own waste separation bins. The refuse strategy would require at least two collections per week. It is envisaged that the development would be part serviced by The Council (one collection every two weeks) and part serviced through a separate contract three times every two weeks.

In support of the application the applicants have stated the following:

- The Proposed Development seeks to promote a high quality residential-led development which will encourage multiple benefits from land that has been previously developed (brownfield land) and is not of a high environmental value, as well as the re-use of an existing building; The proposals will deliver 65 new residential units, in a mix of apartments types, which will contribute positively to one of the City Council's strategic policy objectives – that is, to significantly increase high quality housing provision at sustainable locations throughout the City (Core Strategy Policy SO3) and will also accord with Core Strategy Policy CC3 'Housing' and Policy H1 'Overall Housing Provision' as well as the emerging City Centre Strategies;
- The high quality residential units will exceed the standards as set out within the Manchester Residential Quality Guidance and the units will provide good levels of Storage; The Proposed Development responds positively to the characteristics of the objectives of the Residential Growth Strategy, the

Strategic Plan for Manchester City Centre and will also make a positive contribution to the objectives of other city centre and sub-city centre strategic regeneration frameworks;

- The Proposals will lead to economic growth through the contribution to the regeneration of this part of the city through the provision of new homes. The Proposed Development will also result in the creation of temporary and permanent job opportunities, making an important employment and GVA contribution to the city;
- The development is in a highly accessible location, in Manchester City Centre. There is an exceptionally high level of public transport provision in the vicinity of the Site, with a high number of destinations served. Additionally, there is a wide range of amenities within walking and cycling distance of the Site;
- The application is supported by a comprehensive suite of technical documents and pre- application consultation has been undertaken by the applicant prior to submission, with adjacent landowners and residents and Manchester City Council;
- There are a number of factors associated with the retention of the 1920's Warehouse building which affect the viability of the development, including as a result of the practicalities of the wider delivery of the proposals which, alongside considerations of impact on residents, the character of the Conservation Area and adjacent listed buildings and site context have driven the proposed height of Building A.

This planning application has been supported by the following information

- Planning Statement;
- Tall Building Statement;
- Statement of Community Involvement;
- Air Quality Assessment;
- Broadband Connectivity Assessment;
- Archaeological Assessment;
- Construction Methodology Report;
- Crime Impact Assessment;
- Design and Access Statement;
- Ecological Survey Report;
- Energy and Environmental Statement;
- Ground Conditions Report
- Transport Statement;
- Travel Plan;
- TV Reception Impact Study;
- Ventilation Strategy;
- Waste Management Strategy;
- Sunlight / Daylight Assessment

- Wind Impact Assessment
- Strategy for : External Advertising, Outdoor Seating and Tenants Operating Requirements;
- Feasibility Report; and,
- Viability Assessment.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as a major development, a public interest development, development affecting the setting of a conservation area and the setting of listed buildings and a development affecting a public right of way. The occupiers of adjacent premises were notified about the application and 29 letters of objection have been received.

Whilst some residents were supportive of the retention of the warehouse building at 1-3 Back Turner Street and the form of the 6 storey build element a common theme of all the objections was that the height and proposed materials for the 17 storey block are considered to be contextually inappropriate.

The comments received relate to concerns about, design and scale, impact on the historic environment, impact on amenity and living conditions (sunlight / daylight levels and privacy) and traffic, highways and parking provision related impacts and as summarised as follows.

Design and Scale

- The glass tower is too tall given the character of the surrounding area and would over dominate the areas historic buildings.
- Glass towers are economically, environmentally and socially disastrous.
- The proposals would not fit into an established street pattern with the scale of development proportions and materials of major concern.
- The previous proposal was refused on the basis that “*the height of the building on Shudehill would have an unacceptable relationship to its context and would be over dominant in the street scene. This would have a harmful effect on the Smithfield Conservation area*”. Yet the new proposed development has ignored this and gained height.
- The site is particularly narrow and awkward - 65 units on the site appears excessive and this site demands a more sympathetic use.
- There is no reason to approve an application which does not respect the general scale, in terms of height, of the conservation area within which it is located.

- How can the developers think that a taller building has a chance of being accepted when the principle reason for objection and refusal on this site previously related to issues with the height.
- There is no visual interest or relief to the High Street façade and given the high level of footfall more active façade is required here.
- Referring to a bench and tree as a “pocket park” is perhaps pushing things a bit. The scheme could be stepped back further and an actual landscaped space installed and this is therefore a missed opportunity.
- There is no place for a building of more than 6 or 7 storeys in this part of the Northern Quarter.
- Many residents have made their homes in this area of the Northern Quarter partly because of the unique history reflected in its architecture. Allowing this proposal to materialise would be scornful to potentially hundreds of residents who have chosen to live here for the same reason.
- Tall buildings are appropriate within growing cities such as Manchester but in the right locations away from historic areas such as the Northern Quarter.
- A press release from the developer referred to viability of the site as a justification for this increased height - surely that is not the concern of the planners, and if one is to speculate on property purchase with a view to development then the risk is the developers alone.
- The proposals represent greedy development which would swamp the areas Victorian Character.
- Unlike other cities where a proportion of development has to be given over to greenspace in exchange for height, this development gives nothing to the area and takes away character, light and the opportunity for a better form of development.
- Whilst Shudehill may be a less than desirable streetscene at present, this should not be seen as a free pass to build something completely out of keeping with the area.
- The proposed development would make a mockery of the Conservation Area and its heritage, hacking away at the skyline without impunity.
- On almost every level of consideration, this enormous development flouts the very guidelines that Manchester Council has established to ensure such areas are protected.

Impacts on Heritage

- The developers should be punished for allowing 1-3 Back Turner Street to get in such a state that it had to be demolished;
- The integrity of the Conservation Area would be diminished by the alien façade of the glazed tower.
- The proposals would damage views within and in to the Conservation Area rather than protect them with the tower element having an overbearing impact.
- There are no buildings of this height within this part of the Conservation Area and the proposals would compromise the character that the existing heritage which defines its interest for visitors to the city purely to support developer profit.
- The proposals would set a disturbing precedent for the Conservation Area, this unique neighbourhood with its village feel and unique character of the Northern Quarter adversely impacting on its charm and history.
- The local area is characterised by low-rise (typically 4-5 storey) brick and stone buildings, some of which are listed. The area's character emanates from the collection of buildings of similar style, which this proposal would break and detract from. The applicant's own heritage assessment states "...should be developed with buildings which contribute to the character of the conservation area." The next section 2.32 goes on to specifically state that "traditional materials should be used in preference to... glass", and that the "main criterion... is about fitting into an established street pattern with the scale of development proportions and materials of major concern". At 18 stories and the tower wholly faced in glass, this proposal clearly breaks this criteria.
- The building design has no clear relationship with the surrounding buildings, which are no higher than seven storeys and are mainly historic red-brick/stone buildings in this conservation area, resulting in a poor aesthetic and reducing the desirability and historic integrity of the area.
- Since the previous refusal one building on the site was rapidly demolished. Why was action not taken sooner to make repairs? A cynic would say it was deliberately allowed to decay.
- Any building in this location should be in red brick rather than grey/ sand brick to be in keeping with the surrounding buildings.
- The proposed design would completely obscure views of the period buildings from Shudehill, and would become an unwelcome eyesore that does not represent the area, it's people or heritage

- Within the Smithfield Conservation Area the predominant materials are solid, traditional materials and policy for the Conservation Area advocates the use of these materials in preference to large expanses of cladding, concrete and glass.
- The proposed development is contrary to Manchester's Core Strategy as it would not complement or take advantage of the distinct historic and heritage features the districts and neighbourhood nor does it preserving or, enhance the historic environment or its character and setting.
- The Townscape, Visual and Heritage Assessment of the application notes that the proposed construction is designed "to bridge [the] change in urban context from Shudehill and Nicholas Croft to the west and the Northern Quarter and Smithfield conservation area to the east." This is plainly an admission that the proposal is not at all in keeping with the heritage of the area. A building cannot act as a bridge between a modern development and a heritage area. It is either in keeping with the heritage area or it is not and it is clear that a 17-storey glass building would not "complement" or "take advantage" of the distinct historic features that the Smithfield Conservation Area and the Northern Quarter more widely have to offer.
- The constructing a 17-storey glass structure in a conservation area cannot in any way be highly positive for the nearby heritage assets.
- The Council needs to start leading by example and start prioritising history over profit.
- This is nothing but the start of encroachment into the only bit of Manchester with any character left.

Impacts on Amenity and living conditions of adjacent residents

- The glass to the tower element is not accurately shown, and would undoubtedly cause overshadowing to the surrounding area.
- The proposed development would cast a literal and metaphorical shadow of the heritage of the NQ and Shudehill area.
- The size and elevation of the building would deprive residents (in multiple buildings) of natural sunlight.
- Due to the proximity of development to adjacent buildings apartments which have enjoyed daylight, sunlight and no overshadowing for over 30 years will be massively reduced.

- Submitted proposals state that “*Jewel House is unusually close to the site boundary*”. Surely this should affect the design and push the development further away from the existing property.
- The GIA Sunlight and Daylight assessment has been a desktop study and its findings are spurious. The assessment has mirrored with Jewel House which is unrealistic and holds no legal bearing. There are no such arguments as a mirror image assessment for alternative target values with legal rights to light.
- GIA’s figures have been presented in a favourable manner, more than what is strictly speaking correct. The sentiment appears to be, ‘we know your losing daylight and sunlight, but you chose to live in the city centre and you should have assumed something would have been build there and so get over it.
- The proposals would create unacceptable wind levels for people using the surrounding streets.
- The proposals would result in unacceptable levels of overlooking for existing residents.
- There are legal rights to daylight and sunlight issues that would be impacted by the development.

Traffic, Highways and Parking Provision

- The glass façade would be dangerous for drivers and tram drivers on sunny days due to glare.
- The proposals would create safety risks to local area as the A665 is already over congested and dangerous, particularly the small stretch of Shudehill road between the Crowne Plaza hotel and Shudehill interchange. Both issues stem from the current high levels of travellers and visitors to the area, which would be further exacerbated by a development of this size
- Due to the lack of parking for residents and visitors a development of the size proposed would create further problems, increase illegal parking and have a detrimental impact on local residents and businesses

Other

- The so called Community Consultation has been wholly inadequate with some neighbours not being aware of this being carried out. The proposals as submitted do not represent the strength of feeling of the neighbouring residents about what is appropriate on this site.

- The proposals are supported on the basis of the need to provide residential accommodation but any real attempt to provide for the housing needs of the people of Manchester needs to be affordable.
- The future of Manchester should not be about putting profit before people.
- The Northern Quarter does not need more expensive buy to let apartments.
- The Council needs to have new rules in place to forcibly purchase buildings which are just being left to rot to stop the cycle of property speculation by long term owners of historic buildings.
- Many occupiers of adjacent buildings currently use the cleared site on sunny days throughout the year and removing this space would be devastating.
- The proposed construction would drive down the value of adjacent properties.
- To call a single tree a 'pocket park' is a complete insult to the people of the Northern Quarter.
- The square has clearly been purposefully retained, notably uncovered, in order to exploit this natural light and create an inviting space for both residents and the public to enjoy. To propose constructing a 17-storey glass structure which blocks this light makes no sense for local residents and members of the public.
- It is dangerously close to neighbouring properties. What is proposed in terms of access in case of fire? We have seen the damage high rise fires can cause. Access down Soap Street is narrow, with bins scattered across the street. This proposal will put further strain on to access for fire engines.
- The proposals have the potential increase in existing issues from Air B'n'B/casual sub-lettings.
- There are concerns about how Domis will manage the site and protect members of the public. The site has already repeatedly been left open allowing public access to a building site. Domis have been making deliveries to site, these were done so unsafely. There were forklifts being driven and reversed around the busy site with no banksman supervising and the HSE have been in contact with Domis regarding this danger to public safety.
- Given the complex nature of the site and the fact that Domis is in its infancy in the construction business there should be major reservations about them being granted planning permission to build on what is widely recognised as an extremely challenged site to work in to create such a scheme as this. The

complex nature of retaining an old building and building a huge tower appears extremely complicated with a huge amount of risk and danger.

- The proposals do not make adequate provision for commercial bins. Bins are currently left across both Soap and Back Turner Streets. Yet now this is apparently access for residents and staff. This will not be physically possible to house bins for Trof, This n That, Tv21, Dough, Shack, Federal and Apotheca, a new building of 65 apartments, their recycling, refuse whilst maintaining its use as a road.

Manchester. Conservation Area and Historic Buildings Panel—The Panel expressed concern regarding the weight being given to responses from various consultation exercises with the design trying to accommodate all points of view and losing sight of accepted design principles. They felt that a need to accommodate a certain quantum of development and an aim to unify the site along Back Turner Street contributes to this outcome. The approach should be to focus on the new built forms proposed at either end of the site to ensure each responds to the differing streetscene contexts of Shudehill and High Street.

A focal building would not enhance the historic environment. It would detract from an appreciation of the layout and built form of the existing streetscape. There are more appropriate means of providing a focal point without height. A tall building would set a precedent which would further destroy the character of an area that has so far maintained a unified sense of the scale of historic built form.

While not supporting the proposed tall built form, the Panel noted that the plinth of any such form would need to relate to the existing street layout and built form. It should also contribute to activity within the streetscene and the access to the tower via the adjacent retained built form on Back Turner Street was questioned. The form of the tower was seen as the unwarranted retention of a feature from a previous scheme but without the context of the wider previous design concept. They noted the advice given to the proposers by their own planning advisers that the proposed fully glazed tower would restrict the ability to develop nearby sites in the future.

The siting and treatment to High Street would be critical in terms of the defined street line and the design of frontage buildings. Pushing the elevation back from the footway would not create a 'pocket park' or meaningful open space and would be uncharacteristic of the historic pattern of development. The Panel rejected the 'minimalist' design concept for the High Street and felt that the elevation had been designed as a side wall rather than a principal frontage. There would be a complete mis-match between the defined ground floor and the adjacent buildings. The angling of windows on Back Turner Street would enable narrow views to be maintained towards High Street when blinds/curtains are drawn on the main windows for privacy but the lack of windows on High Street places a greater reliance on having windows on narrower side streets. The Panel also noted that, while there may be a design rationale for such a particular minimalist design intervention for the entrance elevation of a major institutional use, such a monolithic approach could not be accepted in this instance for the side wall of an apartment building fronting a principal street such as High Street.

The panel noted that it was unclear if the proposal includes works to the adjacent highways including, for example, any pedestrianisation.

Places Matter – Made a number of observations on the proposals at a pre-application meeting. At this stage, it was not decided that the existing building at 5 Back Turner Street would be retained. This would evolve later during the design development process. The aim of the illustrations presented to the Panel was to describe the key principles of the scheme, whilst maintaining a loose level of information to allow panel feedback to assist the design.

Their comments are summarised as follows: The panel noted that the approach to create two distinct buildings, with different typologies, responds well to this site and context. The panel were supportive of this scheme and felt that it offered a really great approach, with its shift in language towards the Northern Quarter. They also made the following key points:

- The opportunity to further narrow Back Turner Street might be considered along with the potential for a true shared surface approach. There is a pinch point at the corner of the tower on Back Turner Street, which needs to be addressed by the treatment of the carriageway surface. The emphasis should be on making this a people route in to which vehicles occasionally enter.
- The frontage should seek to maximise vitality
- The panel queried the vertical fins in the façade of the town house block, which make this look a little blank. Consideration of projecting bays to animate this elevation was suggested as this would also increase the passive observation up and down the street.
- In terms of creating a successful infill of this site as the adjacent blocks are very large and this site presents a curious wedge it was suggested that either an approach to presenting this as being slightly less important in the street hierarchy would work, by dropping back a touch from the building line. Alternatively, a more playful “wink” to High Street and a projection out in to it at height might also sit well.
- The proposed fully glazed materiality of the tower will have a beautiful modern quality and be very expressive. It has the chance to be a jewel that catches your eye in as a positive contribution, in a manner that will be in keeping with the ‘mystery and intrigue’ of the Northern Quarter.
- The sculptured design has a very calming approach to taking the mass out of the block, which is excellent. The lift and cut away at the end of the profile works well, but at the point where this comes right down to the ground the street scene feels a little tricky and almost as if the building is turning its back on the adjacent historic buildings. Bringing the ‘lift’ further around the Shudehill elevation should be considered.

- The roof geometry is on a large and dramatic scale and the gesture at this height needs to be matched by one at the ground, which is another reason for raising the 'lift' element on the street.
- The opportunity to take the glazing up through elements of the roof was supported as an element of the drama from the ground.
- The way in which the fully glazed façade will allow differing level of opacity to be revealed, especially at night time, should be really stunning.
- The panel was strongly of the opinion that this building could be taller and that would ensure that it is still more elegant. Testing the long views, from the Market for example, would help to determine the final height and make this about its overall form, given that the bulk has been taken out the building and that this therefore reduces its impact.
- The positive contribution of the lit 'winter garden' to the wider streets was noted. The salvaging the fire staircase from the Soap Street elevation and incorporating this in the glazed link should be considered.

Historic England- Has no objections on heritage grounds. They have noted the following:

The site is on a back streets which emerges onto Shudehill around the tram network. It forms a transition from transport interchange and the quieter streets of the Northern Quarter. They welcome the re-development and retention of the warehouse. The location opposite the large transport interchange creates the potential for a building of some scale, with its northern end aligning with several view corridors. It could enhance the fragmented and transitional character following 20C re-development. They encouraged more height at pre-application stage, which was originally shown at 12 storeys, to achieve a building with a more striking form and create a positive landmark that would improve the area's legibility. This has allowed for the retention of the warehouse building which helps to knit the scheme into the conservation area.

While a little higher than discussed, the lightness of the design and materials and the distinctive profile takes full advantage of the site's potential. The retained warehouse is a key justification for the additional height and, ensures that a visible grain is retained in the design, creating welcome variety, while avoiding a heavy, monolithic building form. On the lower southern end, the curved brick design is sensitive in form, scale and materials to nearby buildings, including the fine Venetian gothic of 75-77 High Street (grade II) next door (although red brick is appropriately specified but shown buff in the visuals). It is, therefore, an appropriate response to the more cohesive townscape character of this corner of the conservation area.

The landscaping works adjoining the site are also much needed enhancements to the public realm, creating a more positive route from the transport interchange into the Northern Quarter.

They note that local planning authorities have special duties with regard to preserving the setting of listed buildings and the character and appearance of conservation areas under s66 and s72 of the 1990 Act respectively. Local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, including conservation areas (NPPF, 192 & 200). NPPF 124-132 promotes good design as a key aspect of sustainable development and paragraph 127 expresses the need to respond to local character and history, and reflect the identity of local surroundings and materials without preventing or discouraging appropriate innovation. They consider that this development would accord with this conservation and design policy and statutory context.

TFGM (Metrolink) - Have raised concerns about how glare from the glazed facades could affect tram drivers and other road users. They have also commented on: the impacts of additional pedestrian movements around the building on pavement capacity; in relation to Metrolink operations, their preference for 2 pole fixings to be included within the building design; concerns about windows opening adjacent to Metrolink infrastructure; and, impacts of noise from the adjacent trams on residents. They have recommended that conditions are attached deal with their concerns.

Head of Highways- Have no objections subject to the provision of a Servicing Management Plan, monitoring of the level of cycle provision through a Travel Plan, and the repaving in high quality materials of all adjacent footpaths being attached to any consent granted.

Head of Regulatory and Enforcement Services– (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the , mitigation of vibrations from the tram network, acoustic insulation of the premises and any associated plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, the hours during which deliveries can take place, the management of construction and the investigation and treatment of any contaminated land be attached to any consent granted

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections but have recommended that a condition is attached to any consent granted to secure bio-diversity enhancements.

Flood Risk Management Team – Have recommended that conditions ensure that surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives

Environment Agency - Have no comments.

United Utilities - Have no objection to the proposal providing specific conditions to ensure that no surface water is discharged either directly or indirectly to the

combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – concur with the recommendations in the desk based archaeological assessment' which include that:

- Prior to their demolition the historic building should be recorded (Historic England level 1), and an intra-demolition watching brief should be maintained to record any currently inaccessible architectural/ structural details exposed during the demolition process; and
- Once demolition is complete, targeted evaluation trenching should be carried out to assess if any remains relating to the eighteenth century housing survives. Based on the evaluation results, should remains survive there may be a need for a 'strip, map and record' or 'open area' excavation.

These works should be secured through a planning condition (s).

Work and Skills – No comments received.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

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

S01. Spatial Principles - provides a framework for sustainable development that can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

S02. Economy - supports growth in the City's economic performance to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment sources.

S03 Housing - supports housing at sustainable locations, to address demographic need and support economic growth. Economic growth requires the provision of housing for prospective workers in attractive places so that they can contribute positively to the economy.

S05. Transport - seeks to improve physical connectivity through sustainable transport, to enhance the City's function and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This site is highly accessible and close to all modes of public transport and would reduce car journeys.

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

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

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF. With respect to this development of particular note is:

Paragraph 103 – which seeks focus significant development on sustainable locations which limit the need to travel and offer a genuine choice of transport modes.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes

Paragraph 118(d) - which encourage support for 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

Paragraph 122 - which states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to taking into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 127 – which states that planning decisions should ensure that developments: will function well and add to the overall quality of the area 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; 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.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would enhance the built environment, create a well-designed place, provide homes close to public transport and reduce the need to travel.

It would develop an underutilised, previously developed site and create employment during construction and in the commercial units and through building management. This would assist economic growth and help to build a strong economy. It would complement a well-established community within the Northern Quarter and residents would contribute to the local economy by using local facilities and services.

The development would enhance the environment, be well designed and would enhance and create character. This would help to create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The housing proposed would support the growing economy and population and support a diverse labour market. Development in the City Centre is inherently sustainable. .

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site is accessible to pedestrians, cyclists and by a range of transport options. There are Metrolink stops at Market Street, Shudehill and Exchange Square and it is close to Victoria and Piccadilly train stations. Shudehill and Piccadilly Garden Interchanges provide regular city wide bus services. A Travel Plan would encourage sustainable transport and the location would minimise journey lengths for employment, shopping, leisure, education and help to connect residents to jobs, local facilities and open space. It would help to improve air quality and would improve pedestrian routes.

- NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would provide high-density development in a sustainable location in an area identified for housing. It would make effective and efficient use of land and meets a need for more homes which would appeal to single people, young families, older singles and couples.

New housing is required to support and sustain Manchester's growing economy. The City Centre is the biggest source of jobs in the region and this proposal would provide homes to support this and help to create a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 25,000 new homes will be provided within the City Centre over the next decade and this scheme would contribute to meeting the Coe Strategy City Centre housing target. 90% of new housing should be on brownfield sites

A Viability Appraisal concludes that the development could not provide a financial contribution in the form of a commuted sum towards off site provision housing. The appraisal demonstrates that the scheme is not viable in a conventional sense with the profit level. (below 20 %). However, the applicant is prepared to deliver the proposal. This is discussed in more detail below

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – Sections 11 and 12 of the NPPF require that planning policies and decisions should ensure that land is used efficiently. This should take into account: the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. Great

weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design, so long as they fit in with the overall form and layout of their surroundings. Permission should be refused for poor design that fails to take the opportunity for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

The design has been considered by a range of stakeholders including Historic England and Places Matter. The quality and appearance of the building would complement design in the area. It would be a high density development and maximise the use of the site, promoting regeneration and change. It would improve the functionality of the site. The building would respond TO the taller and larger buildings found along Shudehill and the lower elements would relate to the scale of the Northern Quarter. It would not have a detrimental impact on the character of this part of the Smithfield and adjacent Shudehill Conservation Area or the setting of the adjacent Listed Buildings. It would enhance quality in the area and introduce complementary activity. The development would improve legibility, cohesiveness and connectivity.

The retained warehouse and 6 storey building fronting onto High Street would complement the finer urban grain around the site.

The taller element (Building A) would be of an appropriate quality which would raise design standards. It should contribute to legibility and place making and it would respond positively at street level. It would reinforce the cohesion of the urban form and improve the character and quality of a site that has poor aesthetic value with a sense of inactivity and dereliction. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact on these. It also evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

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

Paragraph 192. In determining applications, local planning authorities should take account of:

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

Paragraph 193 states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the

asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting requires clear and convincing justification.

Paragraph 196 states that where a proposal will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 201 points out that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. It states that the loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement explain the beneficial impact the development would have on the surrounding area.

The proposal would redevelop an underutilised site. 30-32 Shudehill and 1-3 Nicholas Croft have no special interest and are negative elements within the Conservation Area. The retention of 5 Back Turner Street (a non designated heritage asset that enhances the streetscape) would maintain its contribution to the understanding and appreciation of the character of the streetscape and the Conservation Area. The condition of the site currently makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The loss of the buildings would result in less than substantial harm to the character of the Conservation Area and this needs to be weighed against the public benefits that the scheme delivers.

The fragmented character of the street block means that the impact on the setting of the adjacent listed building would be less than substantial and this harm also needs to be weighed against the public benefits.

It is necessary to assess whether the loss of the buildings, would sustain the significance of affected heritage assets, would preserve or enhance the character or appearance of the Conservation Area and the setting of the adjacent listed buildings. The site has a negative impact on the setting of nearby heritage assets and the retention of 5 Back Turner Street and the introduction of good quality buildings on either side would contribute positively to the townscape and properly address the sites contexts. This would make a positive contribution to the townscape and enhance the setting of the heritage assets.

The schemes compliance with these sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which may be of local significance about which a proper record should be made as well as a recording of the buildings to be demolished and altered

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would deliver an energy efficient building. It would integrate sustainable technologies from conception, through feasibility, design and build stages and in operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development should be directed away from areas with a risk of flooding and that development should not increase flood risk elsewhere. Surface water drainage would be designed in accordance with the NPPG and DEFRA guidance in relation to SudS and would be managed and restricted to a greenfield run-off rate if practical, and run-off rates would decrease by 50%.

The design of the drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding is controlled for up to and including the 1 in 100-year storm event, including 20% rainfall intensity increase through climate change.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of pollution from ground conditions, air and water quality,

noise and vibration, waste and biodiversity has demonstrated that there would be no significant adverse impacts. Surface water run-off and ground water contamination would be minimised

Measures are proposed to improve biodiversity. An Ecology Report concludes that that no conclusive evidence was found of any specifically protected species, including bats, regularly occurring on site or in the surrounding areas which would be negatively affected by site development. The proposal would have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

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

DC22 Footpath Protection - The development will also improve pedestrian routes within the local area through ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

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

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
- Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and setbacks

from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;

- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

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

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial units and a further addition to the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

NOMA regeneration framework (2010)- This regeneration framework cover the 20 acres of land surrounding the Cooperative Headquarters. This considered in detail how the Cooperative group, together with the City Council, could achieve a new high quality City Centre district together with other long term strategies for the area. It sought to deliver on a unique opportunity for commercially-led, mixed use regeneration in a priority City Centre location that is capable of accommodating the city's expansion and diversification. The Masterplan proposals will drive forward the City's competitive offer as a principle destination for inward investment, employment, retail and leisure.

The proposed development would complement the above objectives

New Cross Neighbourhood Development Framework (July 2015) - The New Cross Development Framework was adopted by the City Council's Executive in July 2015. New Cross is strategically located at the north eastern edge of Manchester City Centre, just beyond the inner ring road this document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live. The framework in particular seeks to build upon New Cross's location adjacent to the City Centre, Northern Quarter and other key regeneration areas along with close proximity to sustainable transport hubs.

The proposed development would complement the above objectives.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

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

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented

and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Around Turner Street and Back Turner Street, there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes. These streets and the buildings defining them create a rich tapestry of spaces and built form located hard up to the back of pavement. This character contrasts with that of the buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market and Church Street, which are larger and of later date than the rest of the area. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area.

The Conservation Area Brochure contains specific advice on the parameters that are appropriate in terms of an approach to Development Management and achieving improvements and enhancements to the area. Whilst this is only advice it does reflect the expectations set out in the City Council's Design Guide SPD and Core Strategy in respect of new City Centre developments particularly within Conservation Areas. This is summarised below as far as it relates to this development:

- The south-west part of the Conservation Area is composed of large buildings, and any new development here is likely to be designed on a substantial scale.
- New buildings in Piccadilly, Market Street, Church Street and the southern parts of High Street and Oldham Street should relate to their immediate neighbours which are up to seven storeys high.

- The main criterion in urban design terms in this area relates to the need to fit into the established street pattern and to ensure that the scale of development proportions and materials relate to the immediate context.
- Development management aims to encourage development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities
- Demolition of existing buildings of architectural or townscape merit should be seen as a last resort and a coherent and complete justification made in line with government guidance on the issues relevant to each case must be made.
- Quality is the overriding aim in any new proposal, and this can be provided in either sensitive refurbishment of existing buildings or the appropriate design of new buildings.
- The urban design context is vital in this conservation area. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high quality buildings and also complement their character. Designers of proposed buildings should take account of this rather than evolving a design which has no clear relationship with buildings nearby. This does not mean a debased copying of historical forms which serve only to devalue the genuinely historical buildings nearby. It does mean acknowledging the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in the design of the modern additions.
- Both the larger and smaller buildings within the conservation area exhibit a great variety in style, but also a common unity which designers of new and refurbished buildings should acknowledge. However, superficial copies of historic buildings do not make a positive contribution to the historic character of the area and each building should have a vitality of its own.
- Designers should be aware of proportion and rhythm in their buildings and also differentiate a ground floor, middle portion (where there is sufficient height to do so) and a top part which creates a varied skyline, in order to enhance the area.
- In line with other parts of the city centre, new development proposals should generally be aligned to the back of pavement, in order to preserve the linear character of the streets.
- The corner emphasis characteristic of Manchester buildings is evident in Smithfield, and its use in new developments will therefore be encouraged

- In terms of building materials brick, stone and stucco, brick with stone dressings predominates and solid, traditional materials should be used in preference to large expanses of cladding, concrete and glass.
- In new buildings, windows should be set back from the wall faces in order to create deep modelling on the facades.
- One of the aims of improvement is to restore the rich tapestry of spaces and built form located hard up to the back of pavement which characterises the small scale older 18th century buildings within the area.

Shudehill Conservation Area Declaration

The application site lies within the Shudehill Conservation Area which was designated in 1987. The west side of the Conservation Area is composed of large buildings constructed during the 20th century. These line the east side of Corporation Street and turn the corner up Withy Grove. The older, smaller scale properties which survive today are situated to the east side of the conservation area.

Shudehill and Withy Grove rise up the incline of one of the Irwell river terraces. At the steepest part, the upper end of Withy Grove, the narrowest fronted buildings are found, and these form a more varied yet integrated frontage on the slope than would large, broad-based buildings such as those on Corporation Street, which is level.

Many older buildings have been demolished due to low levels of occupancy, neglect and lack of investment. . Others have been affected by the construction of the Metrolink system which follows the line of Balloon Street and the former Snow Hill.

The small-scale commercial premises on Shudehill and Withy Grove date from the 18th century and provide a wealth of interest.

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

Shudehill conservation area has extensive plots of land awaiting redevelopment and it lies within an area deemed suitable for commercial purposes. This permits office and retail uses, but mixed commercial premises, including light industry and showrooms, would also be acceptable.

Other National Planning Legislation

Legislative requirements

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

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

S149 (Public Sector Equality Duty) 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 among the protected characteristics

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

Land Interest

The City Council has a land interest in the site (30-32 Shudehill and 1-3 Nicholas Croft) which includes public footway and highway within the site edged red. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

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. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for "Urban Development Projects" within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

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

The Schemes Contribution to Regeneration and Housing Delivery – The City Centre is the regions primary economic driver and crucial to its economic success. Its regeneration and the outcomes delivered is a key planning consideration. There is a direct link between economic growth, regeneration and the provision of housing and new homes are required to fuel and complement economic growth.

This scheme would support and be consistent with GM Strategy's growth priorities, including Manchester's Residential Growth Strategy (2016) which sets a target of building 25,000 new homes by 2025. This area has been identified as being suitable for new homes and the quality, mix and size proposed would appeal to a range of occupiers and would support the City's growing economy and population.

The proposal would use the site efficiently and maximise its potential in line with paras 122 of the NPPF. It would regenerate a brownfield site at an appropriate density in a manner that would not impact adversely on the character and setting of the area. It would deliver high quality development, efficiently and effectively in line with Paragraph 118(d) of the NPPF and improve the environment. The housing would be high quality, with safe and healthy living conditions close to major transport hubs and would help to promote sustainable economic growth.

The Northern Quarter has become a high quality mixed use neighbourhood and this proposal would continue and complement its evolution. It would help to sustain the Northern Quarter as a vibrant place to work and live. Employment would be created during construction and in the commercial uses and building management services.

The majority of the site has a negative impact on the street scene, the Conservation Area and the Northern Quarter. This creates a poor impression of the area compared with more vibrant streets nearby. The proposal would underpin and support the distinctive identity of the Northern Quarter and continue the change that has improved its character, legibility and value over the past 25 years.

Viability and affordable housing provision – Policy H8 establishes that new development will 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. An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The required amount of affordable housing should reflect the type and size of the development as a whole and will take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

The application proposes 65 new homes for open market sale. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a

high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on viability.

A viability report, which has been made publicly available through the Councils public access system. This has been independently assessed on behalf of the Council and these conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £1.45m together with build costs of (including abnormal costs and contingency) £16,382,758 are within the range expected based on comparable evidence.. The total costs would be £20,353,078 with a profit on cost of 2.89% On this basis the scheme could not support a contribution towards off site affordable housing and ensure that the scheme is viable and can be delivered to the quality proposed.

The applicant has agreed to enter into a legal agreement which will include a provision for a reconciliation which would require a contribution to be paid if values change at an agreed point.

Despite the viability challenges that this scheme clearly presents it is the applicants intention to deliver a high quality development, having acquired the majority of the site outright. It will be one of a number of developments within the applicants investment portfolio and it is accepted that some of these assets will perform better than others. On completion of the scheme it is hoped that the market conditions will allow for value to be realised through the sale of residential units on the open market to provide a sufficient return against the expended costs.

Residential development - All units would meet or exceed the space standards of the Residential Quality Guidance and National Space Standards. The Residential Quality Guidance highlights the importance of building homes which meet a diverse range of needs, including City Centre family living. The quality, mix and size of the apartments would appeal to single people and those wanting to share and the larger apartments, could be attractive to families and those downsizing. There would be a 24 hour reception area, cycle parking and storage space.

The scheme has sought to optimise daylight to apartments and circulation space. Apartments in the tall element have floor to ceiling glazing and as many as possible are dual aspect including all in the tower.

Diffused glazing to Soap Street would minimise overlooking into the adjacent apartments. The duplexes within the 6-storey new build have large bay style windows to the lounge and bedrooms. These would maximise daylight and allow dual aspect toward High Street. All homes are open plan. Units within Building A are accessed immediately off the lift lobby and circulation limited wherever practical.

A condition would require details of a management strategy and lettings policy to ensure that the development would help to create an attractive neighbourhood.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The 17 storey element is considered to be tall in its context and needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Design Issues, relationship to context and the effect on the Historic

Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. A key issue is whether the height of Building A and its impact on the character of the Smithfield Conservation Area and the setting of the adjacent Shudehill Conservation Area and grade II listed buildings, is appropriate.



The Core Strategy supports tall buildings that are appropriately located, are of excellent design quality, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes.

The proposal has been discussed with a range of stakeholders including local residents, Members, Historic England and Places Matter. A contractor has assessed the delivery of the scheme. A specific quantum of development is required in order for the scheme to be viable. If building B was not retained, Building A could be lower. The cost of retaining building B impacts on viability to the extent that the height of building A has increased. The Shudehill frontage is considered to be more appropriate for height than High Street.

A number of other factors have led to the height of the Building A. The shape of the site and the retention of building B reduces the area available for new build. The

scheme has to be phased starting with the tower and working back towards High Street which extends the build programme and adds cost. A crane would have to be installed on the High St site to lift materials over the retained building. The height of the crane requires substantial engineering works to secure its base which prevents development on that part of the site. Health and safety issues mean that the retained building cannot be converted during that time.

The retention of 1-3 Back Turner Street requires its structure to be assessed and tested to determine structural alterations, space planning and the extent of works to the façade. This would also identify the location of a hoist for the tower construction. It would be necessary to complete some refurbishment to enable the 5th floor to be used for material storage and for hoisting facilities.



Apart from the recent demolition of 5 Back Turner Street, the site has not changed for some time and investment is required. The proposal would use the site efficiently and create an area of public realm.

The Core Strategy seeks to ensure that development of this scale complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the skyline and how it would add to its locality is also important. The proposal would enhance the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or impact on important views.

The fragmented nature of the site harms the setting of the Smithfield Conservation Area and nearby listed buildings and the quality and character of the townscape. It

weakens the character and appearance of the area, creates a poor impression and lacks of street level activity. It erodes the street pattern and interrupts the prevailing building line. There is therefore an opportunity to preserve and enhance the character of the Conservation Area, and preserve the setting of the adjacent listed building and the wider street and townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act

The retained and refurbished building would retain historic fabric on Back Turner Street. It would be cleaned and made good and the windows upgraded. Building C would address the finer urban grain of the Northern Quarter.

Building A responds to Shudehill where larger modern structures have replaced many older buildings. Underused and cleared sites have been developed in a complementary manner as the City Centre expands. Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The proposal would provide a sense of enclosure, better define the street block and create a dense urban grain and follow the historic building line. The scale, massing and appearance would deliver a high quality contemporary building which would enhance the cityscape. Building A would assist orientation in a gateway location and its top would be a distinctive addition to the skyline.

Each element would have its own character and form and would offer a different type of apartment. The external materials for A and C would complement the colour and textures of buildings nearby. They would be viewed as separate buildings and as modern interventions and ensure that building B would be clearly read within the street scene and not dominated by Building A.

Building A would have a strong vertical and slender proportion with an angular roof. It would be clad in a triple glazed unitised façade which would wrap tightly around its form. This would create a high quality appearance appropriate to a gateway location whilst responding to the heritage context.

Building C's modern design would not compete with the rich architecture of High Street. The elevated fifth floor would provide high quality living and garden terraces set back from the building edge. The use of brick on Building C and glass panels on Building A would complement their different contexts and the wider townscape.

The proposal responds to the massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner and is an appropriately designed response to context. It would improve Back Turner Street, High Street and Church Street and help to establish a sense of place.

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

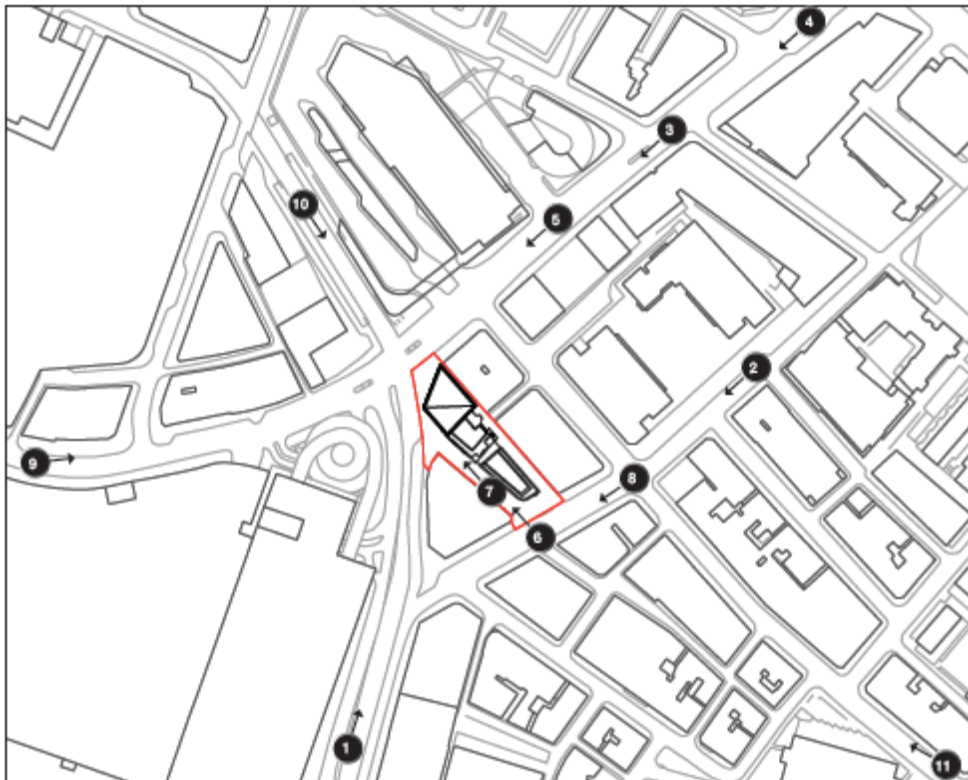
Conserving or enhancing heritage assets does not prevent change. Localised impact on the character of a Conservation Area need to be considered within their wider context. This site has a poor appearance and has a negative impact on the area.

Views are fragmented and inappropriate. This creates capacity for change that would enhance the setting of heritage assets and the wider townscape.

The effect of the proposal on key views, listed buildings, conservation areas, Archaeology and open spaces has been considered. When seen from radial approaches, the city centre skyline expresses its density. Taller buildings form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city.

There are historic buildings and larger, more modern developments nearby. However, the historic heritage assets remain dominant and this proposal would not change this.

A visual assessment, has analysed the impact on the heritage significance of 11 key views, using photomontage / CGI perspectives. This has considered the impact on the character of the Smithfield Conservation Area and setting of the adjacent listed buildings and Shudehill Conservation Area and has demonstrated a beneficial impact.



View 1



This view is from close to the junction of High Street and Market Street, looking north. It is dominated by buildings on High Street, particularly the long expanse of the Arndale Centre and the tram pylons. The buildings on the right hand side of High Street lie within the Smithfield Conservation Area and the Debenhams building in the immediate foreground on the right is listed Grade II. In the background, the CIS Tower can be seen above the Arndale Centre. The view is terminated by the NCP Carpark and the late Victorian Basil Chambers at the junction with Shudehill. The view highlights the wide variety of architectural styles, forms and heights in this part of the City Centre.

The proposal would appear in the backdrop of the view, in front of the NCP carpark, behind Basil Chambers. The tower would sit comfortably within a multi-layered townscape and different architectural styles alongside the CIS Tower and provides a marker for the end of the street. The simple glazing and appearance of the tower would ensure that Basil Chambers retains its architectural prominence, and the tower would not compete visually in terms of scale or form with the other buildings.

The overall impact of the proposal on this view would be **Minor and Beneficial**

View 2



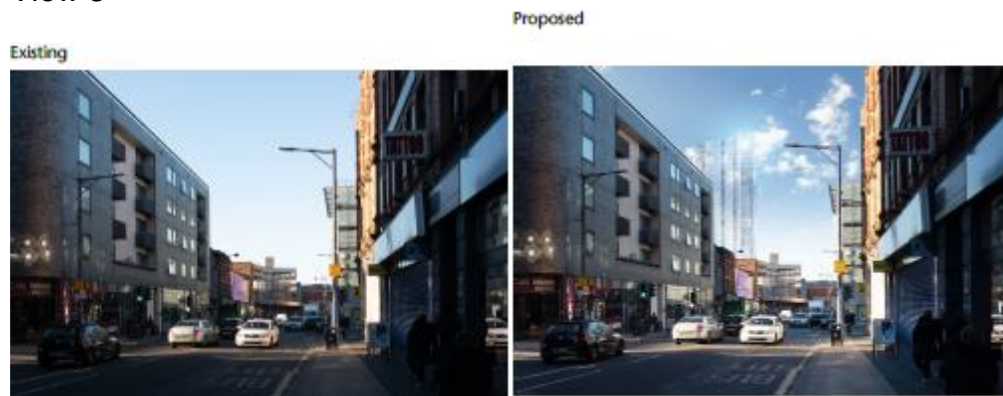
This view is from High Street within the Smithfield conservation area looking south west. It is dominated by the ornate red brick Romanesque façade of the Grade II listed former Fish Market. Also visible on the right hand side of High Street are the corner of the Grade II listed 9-19 Thomas Street, and on the other side of the junction, Grade II listed 75-77 High Street. New modern development appears above

the façade of the former Fish Market, signalling the regeneration of the Market. The view is terminated by the Arndale Centre Carpark.

The proposal would largely be hidden behind existing buildings; however, a small element of the tower would appear behind the modern building within the Fish Market. It forms part of the multi-layering of buildings typical of the evolution of a City Centre. The rich and ornate elevation of the Fish Market retains its dominance and the tower would sit well below the top of the Market gable, ensuring that the character of the conservation area and those buildings that positively contribute to it, would remain intact. The simple design of Building A would ensure that it does not dominate the view but blends into the background.

The effect of the proposal on this view will be **Minor, but Beneficial**.

View 3



This view is from the junction of Shudehill and New George Street within the Shudehill Conservation Area. It is dominated by the Crowne Plaza hotel with its dark engineering elevation on the left hand side and terminated by the Arndale Centre carpark. The buildings on the left hand side of the street are within the Smithfield Conservation Area and those on the right within the Shudehill Conservation Area. However, the majority of development visible is modern with little of heritage significance to be seen.

The proposal would appear behind the hotel building in the backdrop of the view, and partially hiding the Arndale Centre carpark. In the context of the surrounding buildings and because of its lightweight materials, the building would not dominate this view but sit comfortably within it. The effect would be Minor in heritage terms. There will be no appreciable difference in the public's ability to appreciate or understand either of the conservation areas or any listed buildings. The quality of materials and architectural form the tower would ensure that its contribution is **Beneficial**.

View 4



This is from Rochdale Road looking towards the City Centre. It is dominated by the intersection between Shudehill and the Ring Road, and the Crowne Plaza Hotel in the foreground. To the right is modern development under construction and in the distance the Arndale Tower. The view typifies the evolution of the City Centre over the past century with different heights, styles and materials.

The proposal would sit in the distance to the right of the Crowne Plaza Hotel. Its height would sit well contextually with other development and would not dominate or overwhelm.

Similar to View 3, the effect would be Negligible in heritage terms and there will be no appreciable difference in the public's ability to appreciate or understand either the conservation areas or any listed buildings. The proposal helps draw the eye towards the city centre. The high quality nature of the architectural form would be **Beneficial**.

View 5



This is within the Shudehill Conservation Area, looking south west and dominated by the flank elevation of the Hare and Hounds and the vacant site to its north. Beyond that is the flat roofed brick flank elevation on the corner of Shudehill and Thomas St. The view contains a number of buildings that form part of the character of the conservation area, but there are old, new and gap sites visible.

The proposal would rise behind the Hare and Hounds partially obscuring the car park structure and the effect would be **Moderate**. The proposal sits behind the cluster of older buildings and does not prevent an appreciation of them or an appreciation of buildings of interest. Building A would provide a visual marker for the junction of High Street and Shudehill and the Transport Interchange opposite. Whilst the difference in the scale of Building A and the older buildings in the foreground is obvious, the quality of the design and the use of glazing would reduce the visual impact. In townscape terms. Benefits would be derived from the improvements in legibility and navigation that would be derived from the height of Building A

View 6



This is from High Street at its junction with Back Turner Street looking north west from within the Smithfield conservation area. It is dominated by the vacant site and the scarred flank elevation of 1-3 Back Turner Street. To the right are the listed 75-77 High Street and 10-20 Thomas Street and on the left Victorian commercial architecture that typifies the conservation area.

The proposal would be in the middle of this view. Within the High Street, Back Turner Street and Soap Street context, the form, scale and materials of blocks A and C would ensure that the development sits comfortably and contextually with the surrounding buildings and would improve the landscaping.

The proposal would tie 1-3 Back Turner Street back into its context. The articulation of the elevations follows the rhythm and articulation found in the conservation area. The development would contribute to vibrancy and animation. Block A would be seen behind 1-3 Back Turner Street and relate to the context on the edge of the Northern Quarter and the emerging neighbourhoods beyond. It would be read as a more recessive element despite its scale, owing to its lightweight materials and the simple architectural form.

The effect of the proposal is substantial but overall **Beneficial**, providing a sensitive and dynamic element to a currently semi derelict part of the Conservation Area and City Centre.

View 7



This is on Back Turner Street further to the north west adjacent to the former 5 Back Turner Street. It shows the essence of the historic tight nature of Back Turner Street with older buildings on each side tight against the pavement. The view highlights the scarred flank elevation of 1-3 Back Turner Street. In the distance is the rear of the Arndale Centre across Nicholas Croft.

The proposal would knit the fabric of Back Turner Street together and respond to its context in terms of materials and form, particularly the use of brick and glass. It highlights a restored and regenerated 1-3 Back Turner Street. The effect would be **Substantial and very Beneficial and** fundamentally change the sense of dereliction and decay.

View 8



This looks down High Street from its junction with Thomas Street. The Grade II listed 75-77 High Street is in the background and beyond that on the right hand side are Victorian commercial buildings typical of the Smithfield Conservation Area. The view is terminated by the Arndale Centre Car Park.

The proposal is pulled back from High Street to provide the small pocket park and is not visible. This allows the historic buildings to be appreciated. The 'pocket park' would improve the street scene and provide a quality setting for the adjacent listed buildings and enhance the character of the Conservation Area.

View 9

Existing



This is from Shudehill, within the Shudehill Conservation Area looking north east. It is dominated by the ramp to the Arndale car park. In the distance 30-32 Shudehill and 1-3 Nicholas Croft provide a scarred and derelict gateway to the Northern Quarter. The architectural and urban quality is poor with the buildings showing dereliction and decay. The more dominant modern buildings are functional and oppressive.

The proposal would sit in the background and provide a high quality gateway to the Northern Quarter. The architecture creates an elegant form with a dipping roof. The lower floors of building A have been peeled back to open the corner of the site towards Shudehill to preserve a visual and physical connection to the corner of 1-3 Back Turner Street.

The effect of the proposal will be substantial but its fundamental impact would be **Beneficial**. Its materials and appearance would enhance regeneration.

View 10



This is from Dantzic Street, within the Shudehill Conservation Area, looking south east and is dominated by the tram lines and platforms. The surrounding buildings are set well back from the road/tramway and are of an eclectic mix of age, style and form. The side elevation of 1-3 Back Turner Street can be seen in the distance behind the partially demolished 30-32 Shudehill and 1-3 Nicholas Croft. To the right is Basil Chambers. Whilst the view is towards the Smithfield Conservation Area and the Northern Quarter, it is not of a quality that would be expected in such a gateway location.

The proposal would mark the entrance to the Northern Quarter and an important junction at the top of the High Street more appropriately than the semi-derelict condition and the scarred edge of 1-3 Back Turner Street. The proposal would have a substantial impact on the townscape but only a moderate impact on heritage. Building A would be prominent, but its form and lightweight materials would minimise its impact on the older buildings of the Smithfield Conservation Area. It would act as a marker in townscape terms, aid navigation and beneficially enhance the view.

View 11



This is on Hilton Street looking north west at its junction with Oldham Street into the Smithfield Conservation Area. In the heart of the Northern Quarter, the buildings and view typify the grid pattern nature of the area and its mix of buildings. Materials range from red brick to stucco, alongside glass and steel modern interventions as part of the architectural mix.

The proposal would not be dominant, and would be in the far distance as a backdrop. Its effect would be negligible and it would not impact on peoples understanding or appreciation of the more immediate and middle-distance context. The combination of light materials and modern form provides a positive and beneficial marker of a vibrant City Centre and would aid with legibility and navigation in terms of the wider townscape.

In view of the above, it is considered that the scale, alignment and positioning of the proposal would be acceptable and would add to the skyline. The buildings would be seen from some parts of the conservation area and in views of listed buildings but the impact would not be harmful. Overall, the proposal would have a beneficial impact on heritage assets and the townscape. Where the proposal appears more prominent its quality and the significance of the heritage assets remain fully appreciable, or the urban decay and dereliction is stitched back together. The proposal combines sensitive infill and dynamic city regeneration and would remove the adverse impact of the site on the street scene, on adjacent listed buildings and on the Smithfield and adjacent Shudehill Conservation Areas.

Significance of the 30-32 Shudehill and 1-3 Nicholas Croft and the case to Support Demolition.

30-32 Shudehill, 1-3 Nicholas Croft, have been assessed against the statutory criteria for listing to determine if they have any special interest. This assessed their evidential, historical, aesthetic and communal value. The Heritage Assessment and Townscape and Visual Impact Assessment used HE's Guidance –Conservation Principles, Policies and Guidance (2008).

The historic interest in the buildings has been much diminished by the extent to which they have been altered, abandoned or demolished which has reduced the ability to recognise their past historical use and value. Their partial demolition from three and four storey to one storey buildings means they yield little or no historical value and the alteration of the ground floors, means they have lost the majority of their architectural interest and do not contribute to the conservation area.

This area has communal value and has been a place for employment and retail for nearly 200 years. Its proximity to the city centre means it is somewhere that many people have passed through and recognise. People value the architecture and fabric of buildings and use the buildings and spaces in the conservation area. However, these have a negative impact and have largely represented urban decay and dereliction for decades. It is viewed by people waiting at the tram stops. Whilst the communal value of the conservation area and nearby listed buildings to the south and east is likely to be high, the communal value of the site's context to the north and west, with the post-war Arndale development and carpark, is low.

The evidential, historical, aesthetic and communal heritage values of 30-32 Shudehill, 1-3 Nicholas are considered to negligible and the properties have a negative impact on the Smithfield Conservation Area.

The loss of these buildings would have a negligible impact on the character and appearance of the Conservation Area and the setting of adjacent listed buildings. Their demolition would allow a development that would overall have a beneficial impact on the character of the Smithfield Conservation Area and the setting of adjacent listed buildings and the Shudehill Conservation Area.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

This proposal involves the demolition of non-listed buildings, and effects the setting of adjacent Listed Buildings, the character of the Smithfield Conservation Area and the adjacent Shudehill Conservation Areas. The harm caused would be less than substantial. Paragraph 196 of the NPPF states that any less than substantial harm, should be weighed against the public benefits of the proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits, (Para 20 of the NPPF Planning Practice Guidance). The public benefits arising from the development, would include:-

Heritage Benefits

The proposal would secure the optimum viable use of an underutilised island site in line with paragraph 196 of the NPPF. It would re-use of the former Warehouse, and ensure its long term conservation, and the re-use long vacant and underutilised parts of the site. Historic fabric on the roof would be replaced to deliver acceptable homes in the building, but this adverse impact would be outweighed by the wider substantial heritage benefits of the scheme. The retention of 1-3 Back Turner Street has implications on the height of Building A and scheme viability. However, any harm from this height is on balance outweighed by the substantial benefits of the scheme which would improve the townscape, including legibility, the character of the Smithfield and Shudehill Conservation Area and the setting of adjacent Listed Buildings.

Wider public benefits

These are set out elsewhere in this report and include:

- Putting a site which has a negative effect on the townscape, back into viable, active use;
- Regenerating a site containing underutilised and largely vacant buildings some of which are of poor architectural quality;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the sites potential to accommodate and sustain an appropriate mix of uses, providing high quality accommodation;
- Providing a new public space and facilities for residents, workers and visitors;
- Responding to the local character and historical development of the area, delivering an innovative and contemporary design which reflects and complements both the wider area and local context;
- Creating a safe and accessible environment;

- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

As set out later in this report the quality and design of the proposals would sustain the value of the key heritage assets. There are substantial public benefits which would outweigh the harm caused by the partial loss of the buildings on the site. That harm is necessary to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms

The buildings that would be demolished are of low value contribute little to the character of the Smithfield Conservation Area and setting of the adjacent Shudehill Conservation Area and Listed Buildings. Their demolition would result in some instances of "less than substantial harm". The heritage assets and their setting would not be fundamentally compromised and the less than substantial harm would be outweighed by the public benefits.

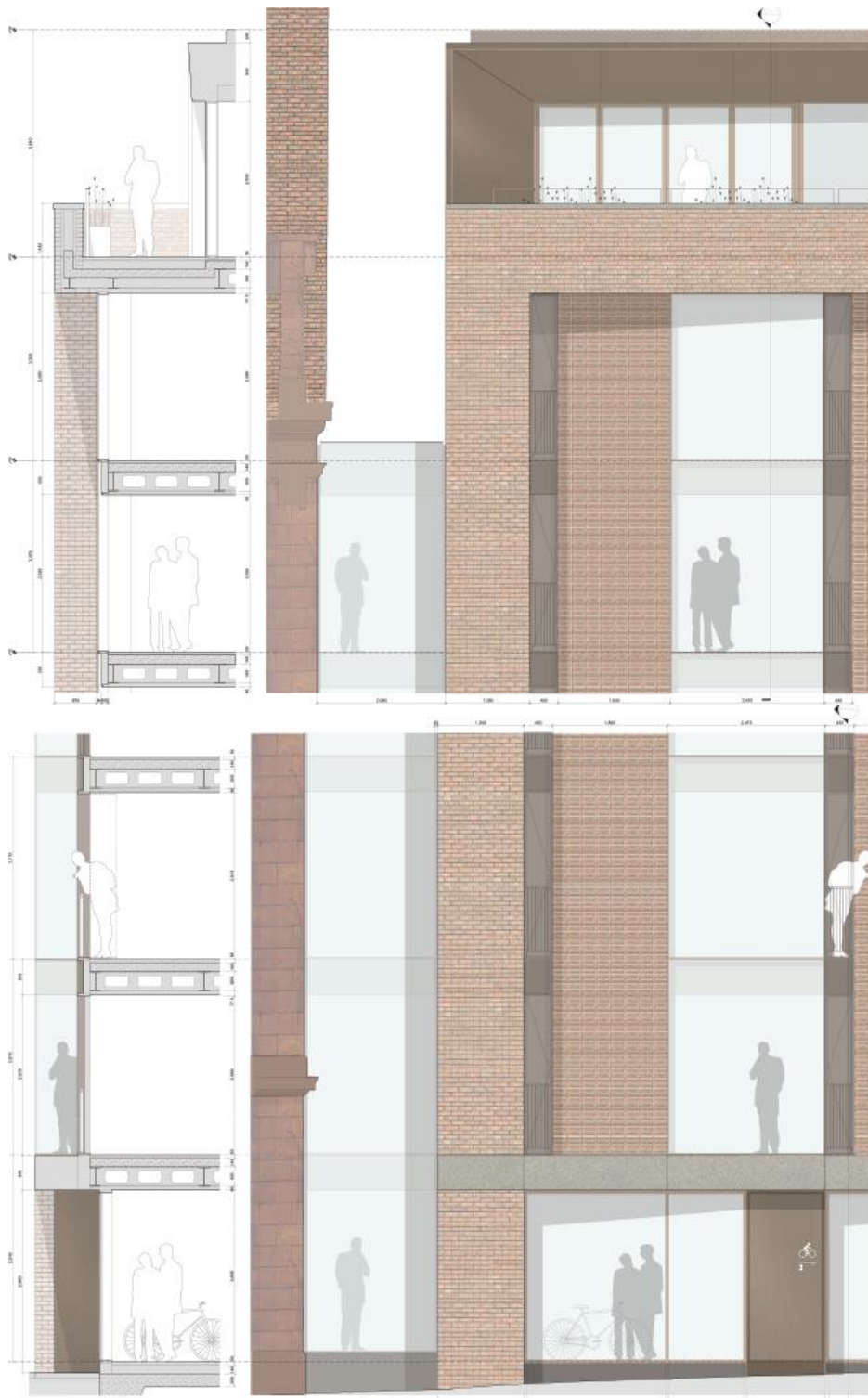
Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The Northern Quarter is a popular and vibrant. High Street, Back Turner Street and Shudehill are used by many to enter the Northern Quarter from the Transport Interchange and Victoria Station improvements to the public realm would reflect the importance of the connection from Shudehill to High Street.

Building A is at a prominent junction where the Retail Core and the Northern Quarter come together. The footway on Back Turner Street would be widened and a semi shared street created to allow Back Turner Street to become more active and create an attractive link from Shudehill to the Northern Quarter. The 'pocket park' would provide an amenity space for local residents and users of the area.

The development would improve passive security to Shudehill, Back Turner Street, High Street, and to a lesser extent Soap Street. This would contribute to the safe use of the area and enhance its vitality and create an enhanced sense of place.

Architectural Quality



The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response and due to its height, Building A in particular needs specific attention.



The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

Building A would have a strong vertical and slender proportion with an angular roof. This would give it a strong and unique identity. The corner at Back Turner Street would be peeled back to create a strong street level presence and open up the corner of the site. This would preserve a visual and physical connection to the retained building. The materials would contrast with the retained building and lower block on High St to create a clear distinction between the 3 buildings.

The facades of Building A would be flush glazed to reinforce its simple elegant form. A triple glazed façade allows clear areas to be maximised which would distinguish it from the hit and miss, clear to solid glazing used in some residential buildings. Diffused glazing would be incorporated within the panel layering which would be blended across the façade in a mix of 30% and 60% levels of opacity. This would different light levels to pass through, create privacy without losing natural light whilst and provide some animation.

The retained building would have the reception on its ground floor. The flat roof extension would sit below the parapet line and would link Building B to Building A. The extension is set back from the building line, and along with 'crimped' corner

would limit the visual impact of the development on street level views into the Smithfield Conservation area.

Building C is a modern brick building which would not seek to compete with the rich architectural detailing on buildings in this part of High Street. Its scale, brick work and contrasting panels, metalwork and pre-cast stone would complement the areas historic character, notably the listed Jewel House and Basil Chambers. The curved form to High Street would reference the strong corner features characteristic of historic buildings. Its tripartite subdivision reflects that of historic buildings in the Conservation Area with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the middle section and the top. The layering, detail and highly modelled design should ensure that the proposal responds to its context.

The bottom section is capped by a decorative stone lintel, which helps to ground the base, and distinguish the floors above. A strong grid defines the middle section and the set back of the roof level penthouses defines the top of the building.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the proposed materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape.

The building layout would help to animate the street and would improve the quality of the streetscape considerably. The high quality and distinctive design of the new build would add to the overall quality of the locality and further enhance the legibility that its height would afford

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality. A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered with a range of schemes having being tested before the submitted scheme has been brought forward.

The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site and the range of technical expertise that has input to the application is indicative that the design is technically credible. The applicant is keen to commence work on site as soon as possible. The development has been demonstrated to be both viable and deliverable.

The glazed facades would be cleaned via a giraffe system / platform and will be concealed at roof level and visible only during times of operation.

Relationship to Transport Infrastructure

This highly accessible location would encourage the use of sustainable transport. The proximity to jobs and services within the city centre mean that many journeys should be on foot.

The constrained nature of the site and a desire to create activity at street level mean that it is not possible to provide car parking on site. There are multi storey car parks nearby should residents require parking space. A Transport Statement outlines the zero-car parking approach and the Travel Plan notes that cars can be rented by the hour from the City Car Club. The closest bay is on High Street. The Travel Plan would include a Welcome Pack to ensure residents are fully aware of the sustainable transport options available. .

A Transport Statement concludes that the proposal meets the criteria set out in national and local policy for sustainable development and would not adversely affect the operation of the highway or transport network. .

Sustainability

New developments should attain high standards of sustainability because of their high profile and local impact. An Energy Statement and Environmental Standards Statement (ESS) provides a detailed assessment of the physical, social, economic and other environmental effects and considers it against sustainability objectives. It sets out measures that the development could use over its lifecycle to ensure high levels of performance, long-term viability and compliance with planning policy.

The Code for Sustainable Homes was revoked in March 2015 but it is helpful to understand waste efficiency and energy standards. Energy use would be minimised in accordance with the Energy Hierarchy, improving fabric efficiency and using passive servicing methods throughout. Thermal performance and air tightness exceeds Part L Building Regulation requirements and energy reduction and low carbon technologies have then been applied.

The energy strategy has been informed by the Lean, Clean, Green hierarchy. Good practice sustainability measures have been incorporated as follows:

- Highly efficient VRF Air Conditioning system for both heating and cooling using Electrical Air Source Heat Pumps which reduces the amount of CO₂ with cooling capacity;
- Hot water provided through all electric immersion cylinders in each apartment, reducing the need for large communal storage and pumps etc.;
- Mechanical Ventilation Heat Recovery systems to each apartment which allows full purge ventilation and recovers energy from warm exhaust air, aiding to reduce CO₂ emissions;
- Large areas of glazing provide a moderate amount of solar gains which reduces the amount of energy used to heat the building; and

- LED low Energy lighting throughout.

These measures would reduce annual regulated carbon emissions beyond 19.87% above the Part L 2013 benchmark and 15.87% beyond the Part L 2010 Building Regulations benchmark which surpasses Core Strategy requirements. The scheme would be inherently efficient and cost effective during occupation.

The building materials would have an appropriate level of accreditation to ensure they are sustainably sourced and have the appropriate level of supply chain accreditation; typically, for example, FSC certification for timber products etc.

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight, overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. However, any harm does need to be considered with reference to site context.

Wind

A Wind Microclimate report assesses the potential impact of the development on pedestrian level wind conditions. It focused on the impact of wind patterns on people using the area based on site conditions and the surrounding area. It notes that the orientation of the façades of Building A should redirect prevailing southerly and westerly winds away from the site at higher level, and reduce its impact in and around the site. The wind would not exceed the safety threshold.

Privacy and Overlooking

Small separation distances between buildings is characteristic in the area and is consistent with a dense urban environment. The buildings that previously occupied the site were built to back of pavement and had windows close to those within adjacent blocks. External access corridors would directly face adjacent properties and any areas of glazing directly facing them would be diffuse and at a high level rather than directly facing at eye level. The proposal would re-use a brownfield site which has a negative impact on the area.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Second Edition BRE Guide (2011). This is not mandatory but is generally accepted as the industry standard and helps planning authorities to consider these impacts. The guidance does not have ‘set’ targets and is intended to

be interpreted flexibly. Locational circumstances should be taken into account, such as a site being within a city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 11-21 Turner Street/ 74-76 High Street, 2-4 Thomas Street, 12 Thomas Street (Jewel House) and 17 Thomas Street have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for **sensitive windows** (living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site.

Other apartments were scoped out due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for rooms where light is required, including living rooms, kitchens and bedrooms.

Daylight Impacts

The Guidelines provides methodologies for daylight assessment. The methodologies can comprise 3 tests. Only 2 of these tests Vertical Sky Component (or VSC) and Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The site has been partially cleared for a number of years and previously altered parts of it were last occupied by 3 to 6 storey buildings. Therefore, many of the buildings that overlook the site have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

Sunlight Impacts

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

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas whilst the daylight test should also be applied to both bedrooms and kitchens.

The methodology for setting alternative targets is set out in Appendix F of the Guide which acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This method, provides a more contextual approach and reflects site specific characteristics and location.

Jewel House has habitable rooms that immediately overlook the car park, across Soap Street. In line with the recommendations in the BRE Guide, the VSC, NSL and APSH targets for Jewel House have been set using a mirror image of Jewel House on the application site. The analysis has included an internal inspection and measured survey to some rooms in Jewel House, as well as obtaining full floor plans. Reference to the VSC, NSL and APSH results for these apartments are based on the internal rooms, not the external face of the windows. This is more accurate and in line with the BRE Guide.

The other affected apartments are not "*unusually close*" to the site boundary, and so a mirrored baseline is potentially not the most relevant baseline assessment and therefore the baseline of the site condition in 2018 (prior to demolition of 5 Back Turner Street has been used.

With the exception of one flat in Jewel House, no potentially affected properties have been accessed. Thus where plans were not publicly available, reasonable assumptions have been made as to the internal layouts of the rooms based on the building form and architecture. This is normal practice where access to properties is

not available. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment.

The impacts of the development within this context are set out below.

Daylight

11-21 Turner Street and 74-76 High Street

65/66 (99%) of windows would be compliant with VSC and 21/21 (100%) would be compliant for NSL. The windows that do not meet the target are set back within the façade, underneath overhanging balconies, which make it difficult for any development on the site to maintain the low-level daylight to them.

2-4 Thomas Street

12/12 (100%) of the windows would be compliant with the VSC target and 3/3 (100%) of rooms would be compliant for NSL.

17 Thomas Street

24/33 (73%) of windows would be compliant with VSC and 10/11 (91%) of rooms would be compliant for NSL. The windows that do not meet the targets fall only marginally short, with reductions of between 20.1%-23.4%, against the 20% reduction that the BRE says would not be noticeable. The room that does not meet the NSL target is on the first floor. It would retain a direct view of the sky to 62.3% of its area, which remains high for a city centre location.

Jewel House

5/26 (22%) of rooms have more than one window would be compliant with the VSC target and 8/26 (33%) rooms would be compliant for NSL.

Against the alternative mirror image target 16/26 (62%) of windows would be compliant with VSC and 20/26 (77%) of rooms compliant for NSL.

Looking in more detail at these results and using the mirrored baseline approach the following is noted:

Flat 106 -, all rooms will meet the daylight and sunlight targets, except for the living kitchen diner, which will fall short of the VSC daylight target. The living kitchen diner will be reduced by 26.2%. The BRE advise that a reduction of 20% would not be perceptible to an occupier, and so there would be only a marginal noticeable reduction between the mirrored baseline, and the proposal. All rooms would have a better distribution of daylight with the proposal in place, than if a development matched the height and mass of Jewel House.

Flat 107 -all rooms meet the BRE targets. The rooms experience greater levels of daylight and sunlight with the proposal in place, than they would if it matched the height and mass of Jewel House.

Flat 108 - all rooms meet the BRE targets. The living kitchen diner experience substantially greater levels of sunlight with the proposal in place, than if the proposal matched the height and mass of Jewel House.

Flat 206 - the living kitchen diner, and two bedrooms, will not meet VSCs. All rooms will pass the NSL and APSH targets. The three rooms experience reductions between 24.2%-33% in the VSC values, which are marginally above the levels noted as being perceptible by BRE.

Flat 207 - all rooms in this apartment will meet the BRE targets.

Flat 305 - the living kitchen diner and two bedrooms would fall short of VSC target and, and one bedroom falls short of the NSL daylight target. Two rooms would have a better distribution of daylight with the proposal than if a development matched the height and mass of Jewel House.

Flat 306 -, the living kitchen diner and bedroom on the third floor would not meet the VSC daylight targets, and these rooms and a further bedroom on the fourth floor would not meet the NSL daylight targets. The differences in the VSC and NSL values between the mirrored baseline, and the proposal are minor, approximately 8% VSC.

Flat 307 - all rooms in this apartment will meet the BRE targets.

Flat 401 - both bedrooms would meet all the BRE targets, whilst the kitchen will fall short of the VSC but meet the NSL daylight targets. The kitchen would have a better distribution of daylight with the proposal than if a development matched the height and mass of Jewel House. The bedrooms would fall short of the NSL daylight targets. The main living room to this apartment would be unaffected by the proposed development.

Sunlight Impacts

11-21 Turner Street and 74-76 High Street, 2-4 Thomas Street and 17 Thomas Street.

All windows would be compliant for APSH

Jewel House

Against the baseline 2018 site condition 4/8 (50%) of rooms would be compliant for APSH

Against the alternative mirror image target 8/8(100%) of rooms would be compliant for APSH.

The mirrored baseline analysis confirms that the daylight and sunlight levels for the proposal are comparable to a building that matched the height and massing of Jewel House. The proposal, at the High Street side, broadly reinstates the daylight and sunlight levels that were present to the rear elevation of Jewel House when it was

built, and also to the levels that would be expected for a city centre location, with the tight urban grain of The Northern Quarter.

Overlooking

There are no rear gardens or amenity spaces, as defined by the BRE, that would be overshadowed and an additional overshadowing assessment has been undertaken.

The impact on the daylight and sunlight received by some residents of Jewel House, 11-21 Turner Street and 74-76 High Street, 2-4 Thomas Street and 17 Thomas Street are important. Overall there is a good level of compliance with the BRE Guidance in respect of the habitable spaces when assessed against the VSC targets and for Jewel House the alternative target.

However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location within the City Centre. The following is important in considering this matter:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- Some rooms identified as not achieving guidance have balconies above or are set back from the main façade thus having existing impaired visible sky.;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- The application site is within the City Centre and is designated for high density development;

It is considered that the above impacts are acceptable in a City Centre context.

Air Quality

An Air Quality Assessment notes that dust and particulate matter may be emitted into the atmosphere during construction but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area, which could potentially exceed the annual nitrogen dioxide air quality objective. The principal source of air quality effects would be from vehicle movements. The proposal would result in the removal of some informal parking spaces. As no parking is included within the development it

would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

Noise and Vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers needs to be considered. The site is close tramlines and a detailed survey has established the existing levels of tram-induced vibration. The results been used to predict the likely levels of vibration within the proposed homes which concludes that vibration may exceed the proposed limits in a small number of apartments overlooking the tramline (within approx. 8m) and localised treatment may be required to mitigate the transmission of vibration through the building structure into habitable rooms. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level.

Any required mitigation against vibration from trams, noise levels within the apartments and any necessary mitigation measures for externally mounted plant and ventilation associated with the building should be a condition if consent is granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation.

The proposal would not produce noise or vibration that would be significant although disruption could arise during construction.

The applicants and their contractors would work with the local authority and engage directly with local communities to seek to minimise disruption. The provision of a Construction Management Plan would provide details of mitigation methods to reduce the impact on surrounding residents and a condition is required. Construction noise levels based on worst case assumptions are estimated to be of moderate temporary adverse prior to mitigation. Following mitigation and more realistic distances between the construction activities and receptors, construction noise is likely to be of minor temporary adverse effect and not significant.

TV and Radio reception

A Pre-Construction Signal Reception Impact Survey concludes that that any signal degradation to properties adjacent to the proposal and in the local area would be negligible. In addition satellite signal checks have been carried out and confirm that satellite signals would not be affected by the development as the satellite signals come from the opposite direction. Satellite (Sky /Freesat) are unaffected by the proposal and would mitigate any impacts and could be implemented if necessary. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. GMP confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have identified potential archaeological interest of local importance in relation to 18th century housing and recommend that the remains should be evaluated through trial trenching. If appropriate, a more detailed and open area excavation may be required to inform the understanding of the potential and significance and this should be a condition.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The building management and commercial operators would move refuse bins to the collection areas on High Street. Level access would be provided between the bin store, the public highway and adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Sustainable Urban Drainage Strategy

The site is within Flood zone 1 and is low risk of flooding from rivers, sea and ground water. It is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

The Drainage Strategy explains that surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of pre development rates. Attenuation would be managed through on site storage and flow control management.

Surface water would discharge to the public combined sewer on Back Turner Street subject to agreement with United Utilities. A minimum practical restriction of 5.0 litres/second has been assumed which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

Conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be approved. An initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

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

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. No on site habitats are of ecological value in terms of plant species and none are representative of natural or semi-natural habitats or are species-rich. There are no Priority Habitats and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 are present on site. The building has features suitable for roosting bats, but the likelihood of bats roosting is considered to be low to negligible. If bats are found or suspected, it is a legal requirement that work must cease immediately until further advice has been sought from Natural England or the scheme ecologist.

The proposed street trees and the 'pocket park' tree is acceptable in principle. Due to the presence of Metrolink Infrastructure it would not be possible to secure any street tree planting on Back Turner Street. The increase in planting and the green roof on the penthouse, the green sedum roof on the retained Warehouse and other features recommended in the Ecology Assessment (which could be a condition of any consent granted) should improve biodiversity and form corridors which enable natural migration through the site. The, increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

A green roof including water storage to assist Suds management could be feasible. However, the increased weight may require an increase in the roof depth and a transfer structure. This would be investigated post planning during detailed design and agreement of final details could be a condition of any consent granted.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the sites historical industrial use means that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would presents a low risk to future site users and construction workers. A condition would require a full site investigation and remediation measures to be agreed.

Disabled access - The design and layout has been developed with an inclusive approach to allow safe and secure access throughout the building. It would comply as far as practicable with the requirements of Design for Access 2, Core Strategy DM1 and p17 of the Manchester Design Guidance SPD. The tight and irregular constraints of the tower means that room layouts are irregular and challenging to plan. All apartments follow the guidance set out in the residential design standards. The retained existing building restricts layouts and in some areas aspects of the design may not strictly follow the DFA2 guidance. Wherever practical however the guidance will be accommodated. The proposal would deliver homes that could be adapted to meet the changing needs of occupants over time, including older and disabled people. There are 5 dedicated accessible parking spaces on High Street.

The development would include the following features:

- Corridor access to apartments is largely in excess of 1800mm;

- Each dwelling benefits from lift access;
- All dwellings with a terrace achieve level access to the terrace;
- All split level accommodation enters into living areas at entrance level with the exception of Duplex 08;
- All units have accessible WC at entrance level – apart from Duplex 1 – 7. Space restrictions on the entry level prevent the provision of a WC. Accessible WCs in all other apartments will be designed to meet guidance wherever practical;
- All 3 bedroom dwellings achieve a minimum 3000mm x 3000mm dimension second bedroom;
- No dwelling has any stepped changes of level within the dwelling apart from duplex units. Only areas of scheme with stepped level change is found in the access corridor to the existing building from floors 2-5 (10 units) due to differing floor levels of existing building to tower;
- All internal doors achieve a minimum 800mm clear opening and clear of any projections and all internal stairs achieve 900mm minimum width;
- Landings and stairs would have a continuous handrail on both sides;

It is considered in consideration of the above that the new building would have an overall good level of compliance with DFA2.

Local Labour – A statement sets out a commitment to employ local residents from Manchester and Salford through both the main and sub-contracts and this would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management - Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Promote regeneration in other areas;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design;

- It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Widening of Back Turner Street Street will increase visibility and increase the attractiveness of the route for pedestrians;
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Metrolink Comments – A Glare Study has identified that there could be solar glare impacts at certain times of day on trams travelling both north and south. However these impacts can be mitigated for through the design of the façade. Whilst the final details of this would need to be dealt with through a condition. It would appear that glazing specification would address this.

The carriageway of Back Turner Street would be narrowed to create a wider footpath on its southern side creating more space for pedestrians as a through-route.

Conditions could be attached about building fixings and the impact of tram noise.

Response to Objectors comments

The majority of objectors comments have been dealt with within the Report however the following is also noted:

The Statement of Community Involvement reflected guidance in the Council's Statement of Community Involvement (2018) and guidance set out within the NPPF, and included the following: a first pre-application consultation from 3 September 2018 to 21 September 2018; a further pre-application consultation on 1 October 2018 to 22 October 2018; and a final informal consultation on 28 November 2018 to 7 December 2018.

A range of communication methods were used to provide information and ensure that people had the opportunity to provide their feedback, including: postcards sent to 432 nearby residents and businesses; two drop-in sessions for the public and ward councillors, a dedicated project email address for feedback and enquiries; a dedicated Freephone line for questions and feedback; a press release to local media and business websites; feedback from the September 2018 consultation highlighted the need to pause and reflect on different options, including retaining the warehouse This was welcomed at the second stage when 3 options were presented; there was

marginally more support for the option which didn't include the warehouse but more CGIs were requested; in the third phase of consultation there was a clear preference for an option, which retained the warehouse with the 'pocket park; the process has been a major driver in the development proposal and the consultation was meaningful.

The building as designed meets all the requisite fire standards and the finer detail and specification of these will be developed post planning with the Fire Engineer, Building Control and approval by the Local Fire Authority.

A condition will be attached to any consent granted which would preclude the use of the residential units as short term lets.

Impacts on property values are not planning consideration.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing in the City as explained in the paragraph with heading "Affordable housing".

CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating buildings of the scale and massing proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or the character of the Smithfield (including the setting of the retained warehouse building) and adjacent Shudehill Conservation Area.

The development would deliver a high quality building and regenerate a poor quality site and would respond well to its context. The site is could accommodate a building of the scale and massing proposed without harming the character of the Smithfield Conservation Area or the setting of adjacent listed buildings. The street-frontages to Shudehill and Back Turner Street would be re-vitalised and retain street-edge enclosure, while also complementing the vertical rhythms, established scale and visual texture of the individual streets.

The street-frontages would respond to the historic form of development. The scheme would add activity and vitality and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The development would inevitably impact on amenity and affect sunlight, daylight, overshadowing and privacy in adjacent properties. It is considered that that these impacts have been tested and perform given the historic City Centre context to an acceptable level against the BRE guidelines.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the Report and would be sought jointly and simultaneously. The site does not currently deliver fully in respect to any of these objectives and has not done for some time.

The NPPF (Paragraphs 192, 193 and 196) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires in the case of applications which directly affect a non designated heritage assets a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The loss of 30-32 Shudehill and 1-3 Nicolas Croft would cause less than substantial harm but this is justified by the public benefits derived from the wider development of the site. These benefits will endure for the wider community and not just for private individuals or corporations.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

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

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

Recommendation MINDED TO APPROVE (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing)

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

(a) 05593_MP_00_0001 Planning Application Red Line Boundary Rev A, 05593_MP_00_0002 Proposed Site Plan Rev A and (b) 05593_MP_00_0003 Existing Topographical Plan Rev B, 05593_MP_00_0200 Proposed Ground Floor Site Plan Rev A
 05593_B1_02_2000 Existing Plan Rev A, 05593_B1_02_2100 Demolition Plan Rev A, 05593_B1_02_2199 Proposed Plan - Basement Level Rev B
 05593_B1_02_2200 Proposed Plan - Ground Floor Level Rev H,
 05593_B1_02_2200M Proposed Plan - Mezzanine Level Rev B
 05593_B1_02_2201 Proposed Plan - First Floor Level Rev F, 05593_B1_02_2202 Proposed Plan - Second Floor Level Rev F, 05593_B1_02_2203 Proposed Plan - Third Floor Level Rev F, 05593_B1_02_2204 Proposed Plan - Fourth Floor Level Rev F, 05593_B1_02_2205 Proposed Plan - Fifth Floor Level Rev F,
 05593_B1_02_2207 Proposed Plan - Sixth to Twelfth Floor Level Rev D,
 05593_B1_02_2210 Proposed Plan - Thirteenth Floor Level Rev E,
 05593_B1_02_2211 Proposed Plan - Fourteenth Floor Level Rev E,
 05593_B1_02_2212 Proposed Plan - Fifteenth Floor Level Rev E,
 05593_B1_02_2213 Proposed Plan - Sixteenth Floor Level Rev E,
 05593_B1_02_2214 Proposed Plan - Roof Plan Rev B, 05593_B1_04_2000 Elevation A - Existing and Demolition Rev A, 05593_B1_04_2001 Elevation B & C - Existing and Demolition Rev A
 05593_B1_04_2002 Elevation D - Existing and Demolition Rev A,
 05593_B1_04_2200 Elevation A - Proposed Rev B
 05593_B1_04_2201 Elevation B & C - Proposed Rev B, 05593_B1_04_2202 Elevation D - Proposed Rev B, 05593_B1_04_2203 Elevation E - Proposed Rev B,
 05593_B1_05_2200 Proposed Section A-A Rev B, 05593_B1_05_2201 Proposed Section B-B Rev B, 05593_B1_05_2202 Proposed Section C-C & D-D Rev B,

05593_B1_10_4200 Typical Bay Study A Rev 0, 05593_B1_10_4201 Typical Bay Study B Rev 0; and
05593_B1_10_4202 Typical Bay Study C Rev 0

(c) Euan Kellie Property Solutions e-mail in relation to fume extraction from the commercial units dated 27-03-19;

(d) Waste Management Strategy as set out in section 6.2 of Jon Matthews Architects Design and Access Statement as amended by Euan Kellie Property Solutions e-mail dated 04-04-19;

(e) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Assessment Version E dated 08-03-19 ;

(f) Jon Matthews Architects Area Schedule;

(g) Novo , Back Turner Street, Manchester, Broadband Connectivity Assessment, Ref: P712-BCS-001; and

(h) Access and Maintenance arrangements as set out in section 6.0 of Jon Matthews Architects Design and Access Statement

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

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

Samples and specifications of all materials to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements for the residential accommodation, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

5) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered RF17-394-L04-P07 and RF17-394-L06-P02.; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the materials, including natural stone or other high quality materials to be used for the public realm and for the areas between the front of pavement and the line of the proposed building on Back Turner Street, Shudehill, High Street and Soap Street;
- (b) Final details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of Bat bricks and/or tubes, green/brown roof, green walls, bird boxes and appropriate planting;
- (c) A final strategy for the planting of street trees within the pavements and public realm on High Street, Back Turner Street and Shudehill including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (d) A feasibility study and details of the Green / Blue Roof.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure 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) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

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

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

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

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

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

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;

- *Parking of construction vehicles and staff;
 - *Sheeting over of construction vehicles;
 - *Details of how measures in relation to safe working near to Metrolink will be complied with;
 - *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
 - *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
 - * Details of the storage of plant and materials used in constructing the development;
 - * construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
 - * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
 - *The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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).

8) No demolition, soft-strip or 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. A phased programme and methodology of investigation and recording to include:
 - historic building survey and recording (Historic England level 1)
 - archaeological intra-demolition watching brief
 - 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.
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 12, 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.

9) The development shall be carried out in accordance with the Crime Impact Statement Version E dated 08-03-19. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

10) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following items in respect of 1-3 Back Turner Street unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Detailed schedule of all external repairs and specification for all of the repair works to the external elevations (including specification for mortar and stone repair / replacement)

(b) A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, communal tv/satellite connections and aerials CCTV cameras (and associated cabling and equipment);

(c) Cleaning of external elevations;

(d) Details of any removals, repair or refurbishment of original doors and windows (Such works should not include for the removal or replacement of any original windows unless otherwise approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and provide details, including materials and cross sections, for any proposed replacement windows)

(e) Any proposed structural works;

(f) Details of making good parts of the building that are to be the subject of removals and / or demolition; and

(g) Refurbishment of escape stair to Soap Street.

All of the above shall be implemented in accordance with the approved details before the development is first occupied: and

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

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

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

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o 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 climate change in any part of a building. Hydraulic calculation needs to be provided;
- o 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.
- o Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

The development shall be constructed in accordance with the approved details within an agreed timescale.

12) 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:

- o Verification report providing photographic evidence of construction as per design drawings;

- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

13) Prior to the first occupation of the development hereby approved , a scheme of highway works and details of footpaths reinstatement 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:

(a) Footway widening and kerb realignment: Widening of the footway on Back Turner Street;

(b) Vehicular crossovers reinstatement/new and resurface footways adjacent to the building line(in York Stone or another similar high quality material) around the perimeter of the site on the Back Turner Street, High Sreet, Shudehill and Soap Street (where the use of an alternative material can be considered due to it not being a principle route); and

(b) Final details of the location of any street trees to ensure that there is no conflict with planned cycle infrastructure.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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).

14) The development hereby approved shall be carried out in accordance with the Novo Back Turner Street, Manchester, Energy, Environmental Standards Statement and Ventilation Statement Ref: P712-ES-001 Rev C.

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

15) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the residential development; and
- (b) each commercial unit;

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. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

16) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent tram and mitigating vibration and reradiated noise levels associated with the operation of the adjacent tram line shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

Reason

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

18) Before development commences details of the mitigation measures that will provide suitable mitigation for the potential impact of glare as identified within the Solar Glare Report by GIA dated 17 April 2019 along with a timetable for the

implementation of those measures as part of the development shall be submitted and agreed in writing by the City Council as Local Planning Authority in consultation with Metrolink.

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).

19) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work 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).

20) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each units has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

21) Final details of the method of extraction of any fumes, vapours and odours from (a) the apartments ; and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

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

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

23) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

24) Prior to implementation of any proposed lighting scheme details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

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

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas and protecting Metrolink infrastructure from objects thrown from the roof gardens shall be submitted to and agreed in writing by the City Council as Local Planning Authority.
*full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

26) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Curtins Ref: 069446-CUR-00-XX-RP-TP-002-V04 dated 28 March 2019 In this condition a travel plan means a document that includes the following:

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

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

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

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

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

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

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

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

29) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

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

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

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

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

32) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

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

33) No development shall take place unless and until a scheme for the provision of overhead line building fixings to replace the existing overhead line fixing has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority.

Reason - In order to contribute toward the reduction of street clutter and improve visual amenity by reducing the number of overhead line poles directly adjacent to buildings, pursuant to Core Strategy policies DM1 and SP1.

34) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

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.

35) 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 Core Strategy policy DM1

36) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

37) In the event that any of the commercial unit, as indicated on drawings, are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

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

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

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

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

39) The window(s) at ground level, fronting onto shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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: 122523/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

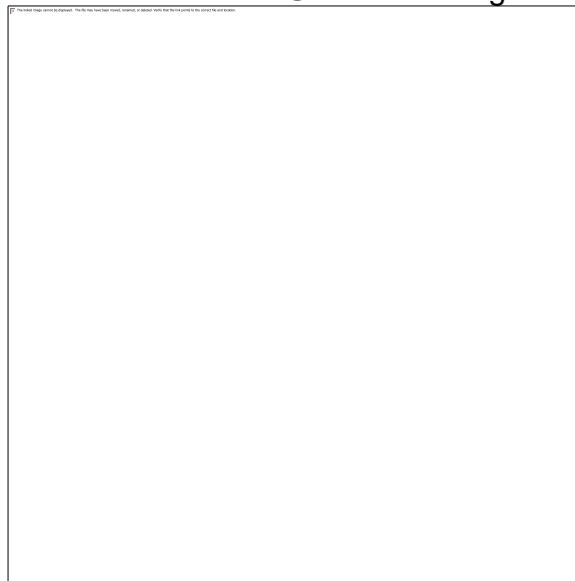
The following residents, businesses and other third parties in the area were consulted/notified on the application:



**Highway Services
Environmental Health**

Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
City Centre Regeneration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Northern Quarter Forum

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

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



 Application site boundary  Neighbour notification

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Application Number	Date of Appln	Committee Date	Ward
122464/FO/2019	6 th Feb 2019	27 th June 2019	Sharston Ward

Proposal Erection of 2 no. 4 bedroom bungalows and 1 no. 2 bedroom bungalows with parking, gardens and amenity space

Location Land At Junction Of Honford Road And Broadoak Road , Manchester

Applicant Mr Graham Morley , Wythenshawe Community Housing Group, C/o Agent,

Agent Mr Brendan O Donovan, AEW Architects, The Zenith Building, Spring Gardens, Manchester, M2 1AB

Description

This application was placed before the Planning and Highways Committee on 30th May 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit.

The application site is approximately 0.3 hectares in size and consists of the informal open space enclosed by Broakoak Road and Honford Road. The site consists mainly of a maintained lawned area and a number of mature trees. On the opposite side of Broakoak Road and Honford Road there are a number of 2 storey semi-detached dwellinghouses, as well as a community centre. The site is shown below, annotated by a white star. The site annotated by a white square is also subject to an application (122466/FO/2019) by the same developer and that report can be found elsewhere on this agenda.

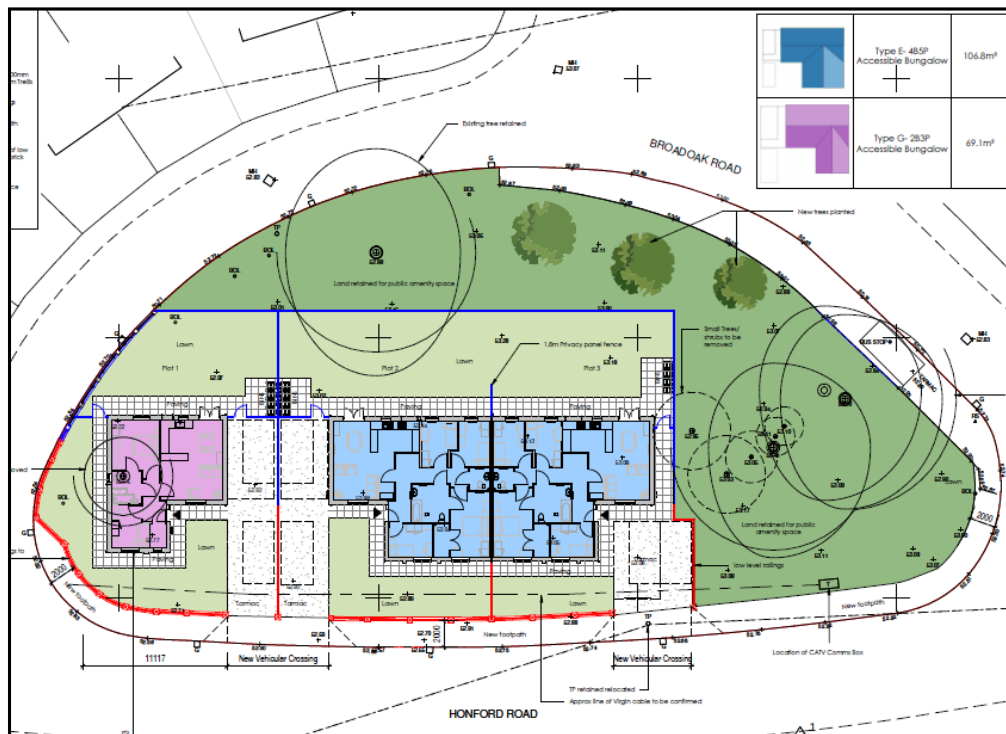


The developer is proposing to erect three bungalows on the site, consisting of:

- 1 x 2 bed 3 person bungalow, with a floorspace of 69m², and

- 2 x 4 bed 5 person bungalows (pair of semi-detached), with a floorspace of 106.8m².

Each of the properties would have two parking facilities, bin storage at the rear and enclosed private amenity space. To facilitate the proposal a hawthorn tree (category B1) is to be felled, along with the under-storey hawthorns beneath the three retained oak trees. Approximately 775m² of the site would remain accessible to the public. The proposed layout is shown below:



Originally the applicant proposed four properties which would have resulted in the loss of the three oak trees on the right of the site. However, the scheme was amended in order to retain those three oak trees.

Consultations

Local Residents – 28 letters of objection have been received in relation to the revised scheme, while 36 letters of objection were received in respect of the original proposal. The main points raised are as follows:

- The importance of building social housing is recognised but insufficient effort has been taken to identify alternative sites or to work with the community of Wythenshawe where such housing could be built without ruining the character of the neighbourhood.
- Both proposal would be detrimental to the historic and present day character of the neighbourhood. Greens with houses around them are central to the character of this part of Wythenshawe. The garden city history of Wythenshawe can and should be maintained.

- These are the last public, accessible large green spaces in the area. Most other green spaces have already been built on apart from smaller patches of grass. These spaces are key to local health and well-being as they are some of the only places where people still spend time outdoors.
- These spaces are highly valued local informal play spaces for our children within a set of five busy main roads – Greenwood Road, Hollyhedge Road, Brownley Road, Poundswick Lane and Simonsway. For parents in the houses around the green they can let their children play on them with peace of mind.
- The alternative play areas suggested in the submitted Design and Access Statement are too far away: The Haverley Road Play Area is 600m away with no pedestrian crossing; Kirkup Gardens is at least 500m away and on the other side of Simonsway; children visiting Rodgers Park would need to cross the motorway; Hollyhedge Park is at least a kilometre away.
- The proposal will have a detrimental impact upon the character of the area and the ethos of the Wythenshawe Garden City.
- Most other green spaces in the area have been built on and the parks that remain are too far away for the children and elderly to get to.
- The children need somewhere to play and be active.
- The addition of additional dwellings will bring with it additional cars which will exacerbate existing traffic problems.
- The site is often used by the community so its redevelopment will impact on people who live nearby.

Correspondence has been received from a local resident who expressed interest in living in one of the bungalows.

Ward Members – Councillor Madeline Monaghan requested that the Committee undertake a site visit before deliberating.

Councillor T. Judge objects to the proposal on the following grounds:

- While there is a need for this type of accommodation more suitable locations would be preferable.
- The proposal would lead to the loss of the last two remaining green spaces on Broadoak Road and loss of local amenity.
- There have been a number of accidents/near misses surrounding Honford Green so there are concerns about the proposals' impact on highway safety.
- When Wythenshawe was constructed it was talked about as the Garden City, we are now in danger of losing that identity which will have a detrimental impact on local people.

Brownley Green Action Group – Have made the following comments:

- The Case Officer dismisses the categorisation of these greens as ‘amenity green space’. This is a question of perception and it makes it sound as if these greens are not of any value. For local residents the spaces are highly valued and used regularly as informal play spaces and recreational space by children and other residents. The community have developed plans for the green spaces through a participatory design process and residents wanted to seek village green designation for the area but were informed that they could not begin this process while these planning applications are outstanding.
- There have been a significant number of accidents on the corner of Honford and Broadoak road area over the past ten years. In their submission to the planning department on behalf of local residents, Mums Mart community association did make the appeal that whatever else happens as a result of these applications something be done about these road safety issues for children and all the other local residents in the area. This was also a key issue that arose out of the survey that Mums Mart carried out about the developments.
- It is critical to assess the importance of these communal green spaces to our local community against the desperate need for social housing in the context of appalling health and poverty indicators for our immediate area. Our neighbourhood is ranked in the top 1% most deprived in England at 176 out of 32,844 LSOAs in the country. There are now many studies which highlight the vital importance of green space and shared communal spaces within short reach of local households for physical and mental well-being in people of all ages including children and the elderly.
- We are fully in support of the provision of more housing for social rent and especially adapted housing for people with particular needs. But this does not have to be situated on the last two communal spaces in a neighbourhood that is already shouldering the burden of extremely high levels of poverty and inequality. There are other places where these bungalows could be built. Wythenshawe Community Housing Group have developed extensively on other plots for private sales and rentals and could find other sites for these bungalows.
- The facts provided on distance and accessibility of alternative green or play space in the Case Officer’s reports are incorrect. Most of the Case Officers comments in this section reference a 2009 report titled “*The City Wide Open Space, Sport and Recreation study*” in relation to availability of space and distance to amenity green space for households which is ten years out of date. The distances to the alternative sites are much greater and involve the crossing of major roads.
- The green space that will be left remaining after the developments on either of these sites will no longer be large enough to fulfil the purposes that the greens are currently used for or for the larger community events that residents are beginning to plan for the area. Wythenshawe Community Housing Group will not tolerate children playing on the greens in the same way.

- We are aware of the desperate need for social housing and as a group we developed a compromise position and we have set this out for residents in the form of a petition asking Wythenshawe Community Housing Group to reduce the number of bungalows planned from 7 to 4. This would enable one of the two greens to be saved, or at least a more significant amount of green space on each green if residents preferred to negotiate with the housing group to distribute the bungalows equally across the two greens.

Mums' Mart Community Association – Object to the proposal for the following reasons:

- Building on this site will erode the historic character and visual appearance of the neighbourhood. The Core Strategy Development Plan Document states that Wythenshawe is characterised by its 'green open space such as tree lined roads, wide green verges, parks, woodlands and river corridors' recognising how it was built as a 'garden suburb'.
- Furthermore, historian of municipal housing John Boughton points out, the Wythenshawe estate was built as part of the Garden City movement, aiming for 'cottage dwellings in parkland surroundings'. Designer Barry Parker built on the garden-city ideal by bringing in the innovation of 'neighbourhood units set around green spaces and tree-lined roads'. There is concern that the historic heritage of the garden city layout, character and original design of houses built around small green informal, amenity, public spaces, such as this site will be seriously damaged.
- Mums' Mart has been working with local residents to explore alternative uses for the community greens. Both greens are an important part of the community hub character of this part of the neighbourhood, linking with the church grounds, where monthly markets, Friday lunch clubs, family fun days, and all sorts of other community activities spring out from. Members of the local community who saved the church from closure in 1997, over many years of hard work have turned it into the thriving community hub that it has now become. Our consultation also identified that a range of local residents are very willing to participate in the development and maintenance of the Greens in partnership with WCHG and the MCC.
- Building on this site will adversely impact on the health and wellbeing of the whole population in our area, and in particular on our children. This informal amenity green spaces is used for informal outdoor play by local children, by older people for dog walking, occasional family and community picnics. Losing these public amenity sites would remove an important area of 'breathing space', impacting negatively on achieving healthier lifestyles, and on mental health in the area. The two sites together form the last largest accessible open space in our local area.

- The new draft Greater Manchester Spatial Framework 'Greater Manchester's Plan for Homes, Job and the Environment' (January 2019) identifies that a key challenge for Greater Manchester is to 'Deliver the highest possible quality of life for all residents, and address existing problems such as health disparities and air quality that currently detract from it'. Building on the greens will actively work against this goal, as health and wellbeing outcomes for our area are already low. Additionally, the Greater Manchester Strategy's vision states that Greater Manchester will be: 'A place where people live healthy lives and older people are valued'. This planning application shows a disregard for local people's health and wellbeing.
- Green space that is located very nearby and is easily accessible is also key in our area, where many people experience poverty and travelling further distances to reach local parks or natural open space is a challenge. People living in our local area are within the most deprived 10% of people living in England.
- The applicants' submission states that several green spaces and parks are accessible within close proximity to the site including Haveley Road children's play area to the north, Kirkup Gardens to the south, Rodger's Park to the west and Hollyhedge Park to the east'. These formal children's play space sites are not within walking distance of our local area. Therefore they are not accessible to local children, especially as parents want to be able to see their children playing.

Neighbourhood Officer (Arboriculture) – The application in its original layout would necessitate the removal of G1 - 3 x Oak with an under-storey of Hawthorn and T1 - Hawthorn, all of which are very prominent trees within the street-scape and are one of the last remnants of the farmland hedgerow prior to the estate build.

These trees are an important public amenity and highly visible to surrounding properties and local long term residents would have grown up familiar with their presence. This location is relatively devoid of large trees particularly of this quality and these should be protected and retained at all costs. A possible solution would be to remove the proposal for plot 4 altogether and using arboricultural supervision on site to ensure the tree protection is adhered to, preventing any damage to the retained trees.

Following submission of the revised drawings the arboricultural officer has now confirmed that there are no objections from an arboricultural perspective.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Highway Services – Highway Services have made the following comments:

- The addition of the residential units is unlikely to generate any significant intensification of vehicle trips, with no network impact likely.
- The revised application reduces the number of bungalows and offers a total of 3 dwellings. Two car parking spaces are offered for each of the bungalows (200% provision) which is considered acceptable.

- The indicative site layout is accepted in principle, with access gained from Honford Road.
- The installation of two vehicular crossings is required to facilitate driveway access.
- In excess of 100% car parking has been provided on private driveways which in principle is accepted to reduce any requirement for vehicles to park on-street.
- Each residential unit should offer secure and sheltered cycle parking.
- The proposed boundary treatments are accepted in principle, with visual permeability maintained from an appropriate height.
- In-curtilage bin storage has been provided for each property, with kerbside collection noted from Honford Road which is accepted in principle.

United Utilities – Suggests the imposition of drainage conditions.

Greater Manchester Police – No objections and suggests the imposition of a condition requiring the applicant to achieve Secured by Design accreditation.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 59 states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 96 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

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

Policy H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban Design and have regard to the strategic character area in which the development is located. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

“Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.”

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

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* – This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. It states further that proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and
 - a. it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - b. a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* – This policy states that the priorities for open space, sport and recreation in the City, set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas, include for Wythenshawe the improvement of existing facilities and sites.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Existing or proposed hazardous installations.

- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

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.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – The provision of fully accessible bungalows within a predominantly residential area, and which would free up much needed family accommodation, is considered acceptable in principle. However, in this instance they are to be erected on public open space and the loss of part of this space must be assessed against the relevant Core Strategy policies.

In addition, the potential impact of the proposal upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be investigated.

Need for the Accommodation – The applicant has confirmed that there is a very high demand for properties suitable for a permanent wheelchair user. The bungalows proposed are able to have facilities in them that are not always possible to provide by converting an existing home, such as hoist access direct from bedroom to bathroom and so they can therefore meet long term needs. Manchester Move struggles to rehouse wheelchair users often due to access difficulties and lack of internal space for a wheelchair. This development would help facilitate the future rehoming of disabled residents and free up much needed family accommodation.

Loss of Open Space – The City Wide Open Space, Sport and Recreation study was undertaken in 2009 in order to inform open space policies for the Core Strategy. In that document open space is classified as one of following:

- City Park
- Local Parks
- Natural and semi-natural open space
- Amenity green space
- Provision for children
- Provision for young people
- Outdoor Sports facilities
- Allotments
- Cemeteries and churchyards
- Green corridors
- Civic Spaces

Given its size, location and function the application site is categorised as amenity green space and is referenced as such in the study (2009). Despite its category, due its size, and fact that it is enclosed on all sides by roads, it is not of the greatest quality.

Paragraph 6.1 of the 2009 study states that amenity green space is most commonly found in residential areas and includes informal recreation spaces and green spaces in and around housing. It continues by stating that this amenity space fulfils a primary purpose of providing opportunities for informal activities close to home or work and such spaces are also often used for landscaping purposes.

Paragraph 6.2 states that amenity green spaces can have an overlapping function with parks, recreation grounds and natural areas and provide informal opportunities for children's play where there are no other facilities. It states that it is important therefore to consider the provision of amenity green spaces in the context of other types of open space.

At the time of the study Wythenshawe had higher levels of amenity green space than the minimum standard, i.e. 0.6 hectares per 1,000 head of population, compared with the minimum standard of 0.4 hectares. In addition, the study found through mapping that most residents have access to amenity green space and that while minor pockets of deficiency were evident, when amalgamating all the different types of provision listed above all residents have access to at least one of these types within the appropriate distance of their home.

It is noted that the loss of an accessible area of open space is a cause for concern for local residents and this is fully understood. The space is well maintained and the correspondence received shows that it is valued by the local community. However, it is important that the overall public benefits of the scheme are recognised and the context of the site is fully assessed.

There is alternative open space provision within the recommended accessibility distances set out within the study. There are a number of amenity green spaces within the recommended 10 minute (480 m) walking time and the following facilities are also available:

- a public playpark and large open greenspace approximately 125m to the south of the site,
- basketball courts approximately 407m to the east,

In addition to these alternative facilities, it should be noted that not all of this site is to be redeveloped for housing, with approximately 775m² remaining for use by members of the public. Given this, the abundance of open space facilities that exist in Wythenshawe (as detailed below) and the number of alternative sites that are within the recommended 10 minute walking distance, the loss of part of this amenity space is considered acceptable, especially in the context of providing fully accessible bungalows.

Table 18.1 – Open space across Wythenshawe

Open space type	Number of sites	Hectares (total)	Hectares per 1000 population
City parks	1	147.80	2.04
Local parks	14	35.99	0.51
Natural and semi natural open space	34	179.53	2.54
Amenity green space	52	42.07	0.60
Children's play areas	16	2.61	0.04
Provision for young people	16	2.46	0.03
Allotments	7	8.21	0.12

Table 18.2 – Outdoor sports facilities

Outdoor sports facility type	Number of sites	Hectares (total)	Hectares per 1000 population
Grass pitches	28	89.96	1.27
Synthetic turf pitches	4 (2 full size)	1.51	0.02
Bowling greens	4 (7 greens)	1.17	0.02
Tennis courts	4 (18 courts)	0.88	0.01

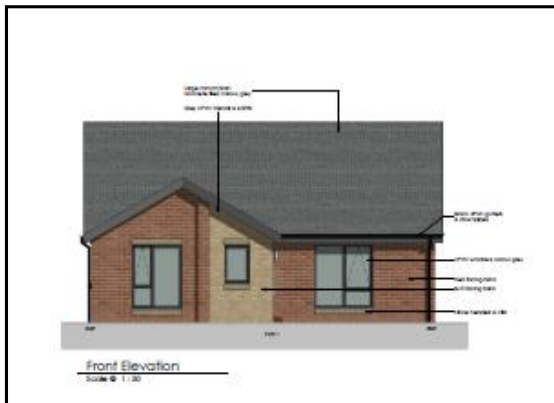
Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester’s space standards (SS) for residential developments.

The amount of floor space proposed for each dwelling and that required under the space standards is detailed below:

- 1 x 2 bed 3 person bungalow – 69m² (SS requirements - 61m²)
- 2 x 4 bed 5 person bungalows – 106.8m² (SS requirements - 90m²)

As can be seen above the proposal complies with the space standards.

Design – The area is characterised by traditionally design red brick dwellings and this has informed the design of the proposal. The proposed bungalows are traditional in design and would occupy an L shaped footplate. They would consist of brick facades, with contrasting brick panels, stone cills and headers and would be topped by grey concrete roof tiles. The design of the bungalows is considered acceptable and is shown overleaf:



Visual Amenity – As the site consists predominantly of a maintained grassed area and semi-mature/mature trees, the erection of three bungalows on part of it would have some impact upon the current levels of visual amenity enjoyed within the vicinity of the site. However, given the nature of the proposal and the fact that 775m² of the site would remain open to the public, this impact upon visual amenity is considered acceptable in this instance. It must also be noted that the surrounding area is characterised by housing.

Character of the Area – Wythenshawe was laid out using the principle of the garden city movement, the result of which was low rise residential suburbs interspersed by substantial landscaping which consisted of mature trees and front boundary hedging and communal green spaces. While the mature trees are still evident, the majority of the front boundary hedging in this neighbourhood has been replaced by low fencing/walls. In addition, several of the green spaces have been redeveloped with small infill residential schemes.

As this proposal would introduce additional tree planting and a portion of the open space would be retained it is considered that the character and layout of the pattern of development would not be impaired to such a degree so as to warrant refusal.

Residential Amenity – The front elevations of the proposed dwellings, which consist predominantly of habitable room windows, would be sited 29 metres away from the dwellings on the opposite side of Hanford Road. Given the distance between the proposed and existing dwellings and the fact that both elevations overlook the public realm, it is not considered that the windows in the front elevations would lead to a reduction in privacy and subsequently existing levels of residential amenity. This relationship across a highway is similar to many others within this neighbourhood.

The rear elevations of the proposed dwellings consist of a mix of habitable and non-habitable room windows. These proposed elevations would be approximately 25 to 32 metres away from the front elevations of nos. 90 to 96 Broadoak Road. Given the distances between the existing and proposed dwellings and the landscaping and proposed boundary treatment that exists between them, it is not considered that the proposal would have an unacceptable impact upon the levels of privacy and residential enjoyed by the residents of Broadoak Road.

It is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that overlook the site.

Given the height and siting of the proposed dwellings it is not considered that they would lead to the overshadowing of any of the nearby properties.

Scale – The proposed dwellings would be 2.18 metres high at the eaves and 5.45 metres high at the ridge. Given this it is considered that the scale of the development is in keeping with the overall character of the area.

Siting – As the proposed dwellings would respect the established building line that runs along the northern side of Honford Road it is considered that the siting of the proposal is acceptable.

Amenity Space – Sufficient private amenity space would be provided for the future occupants of the proposed bungalows.

Trees – Two individual trees and one groups of trees exist on the site. The two individual trees (T1 – hawthorn and T2 – oak) are both category B trees (moderate quality). The group of trees consists of three oak trees with an under-storey of five hawthorn which are self-seeded and are suppressed by the oaks, collectively these oaks are also category B trees.

To facilitate the proposal the individual hawthorn (T1) and the under-storey hawthorn are to be felled. To compensate for the loss of these trees and to improve the overall tree coverage on the remaining green space, the applicant is proposing to plant three replacements, the species of which would be conditioned. Given these replacements and the standard of the existing trees, the loss of the existing trees is considered acceptable.

A condition is recommended which relates to the protection of the trees to be retained.

Boundary treatment – The front boundary treatment would consist of a low brick wall topped by iron railings, while the boundary treatment to the sides and rear would consist of 2.1 metres high timber board fencing and low brick wall with timber infill panels. Low railings (0.9 metres) are proposed where they adjoin a driveway in order to aid pedestrian/vehicular intervisibility. The proposed boundary treatment has been informed by that seen in the locality and as such is considered acceptable.

Ecology – The submitted ecology report states that the majority of trees on the site have been assessed as having negligible potential to support roosting bats though a single semi-mature oak tree has been assessed as having low potential to support roosting bats. Notwithstanding this no roosts have been encountered. The trees do have the potential to support breeding birds.

In light of the above, it is considered prudent to attach a condition limiting the clearance of vegetation to outside of the bird nesting season and one requiring the provision of bio-enhancements, e.g. bat and bird boxes.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Honford Road and Broadoak Road.

Car Parking – The level of parking to be provided via the driveways (two spaces per dwellings) is considered acceptable for each proposed dwelling.

Waste Storage – Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance with it. The strategy states that four separate 240 litre recycling wheelie bins for each dwelling would be provided and would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The bins would be stored at the rear of the respective dwellings.

Accessibility – The site is nominally flat and wheelchair access from Honford Road would be unobstructed. The bungalows have been specifically designed to be disabled accessible and this is welcomed.

Crime and Disorder – The standard Secured by Design condition is suggested in this instance.

Air Quality – The erection a three dwellings in this location would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built.

In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality.

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and the dwellings would be capable of being retro-fitted with external charging points to allow for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

Conclusion

The design, siting and scale of the three bungalows reflects that seen in the neighbourhood. The loss of the part of the amenity space is of great concern to local residents but given the amount and variety of open space in Wythenshawe the loss of part of it is considered acceptable in this instance, especially given the type of accommodation proposed.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

- a) Drawing number S10404-AEW-XX-XX-DR-A-503 P3 stamped as received on 16th April 2019.
- b) Drawing number S10404-AEW-XX-XX-DR-A-504 P2 stamped as received on 16th April 2019.
- c) Drawing number S10404-AEW-XX-XX-DR-A-508 P2 stamped as received on 16th April 2019.
- d) Drawing number S10404-AEW-XX-XX-DR-A-510 P3 stamped as received on 16th April 2019.
- e) Drawing number S10404-AEW-XX-SI-DR-A-521 P2 stamped as received on 16th April 2019.
- f) Drawing number s10404-AEW-XX-XX-DR-A-522 P2 stamped as received on 16th April 2019.
- g) Drawing number S10404-AEW-XX-XX-DR-A-524 P1 stamped as received on 21st January 2019.
- h) Drawing number S10404-AEW-XX-SI-DR-A-525 P1 stamped as received on 21st January 2019.

- i) Drawing number S10404-AEW-XX-XX-DR-A-528 P2 stamped as received on 16th April 2019.
- j) Drawing number S10404-AEW-XX-XX-DR-A-5001 P1 stamped as received on 21st January 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations 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 Manchester Core Strategy (2012).

4) 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.

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 Manchester Core Strategy (2012).

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

7) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of tree and hedge species, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development is completed. 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.

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

9) The approved Waste Management Strategy contained within the Design and Access Statement (stamped as received on 21st January 2019) and as shown on drawing number S10404-AEW-XX-XX-DR-A-528 P2 (stamped as received on 16th April 2019) shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

10) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

11) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

13) Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

14) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

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

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

15) Prior to the commencement of above ground works, a detailed scheme for the installation of dropped kerbs and tactile pavements shall be submitted to and approved by the City Council as local planning authority. The approved scheme shall be implemented before the dwellinghouses hereby approved are occupied.

Reason – In the interests of pedestrian and highway safety, pursuant to Policy DM1 in 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: 122464/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

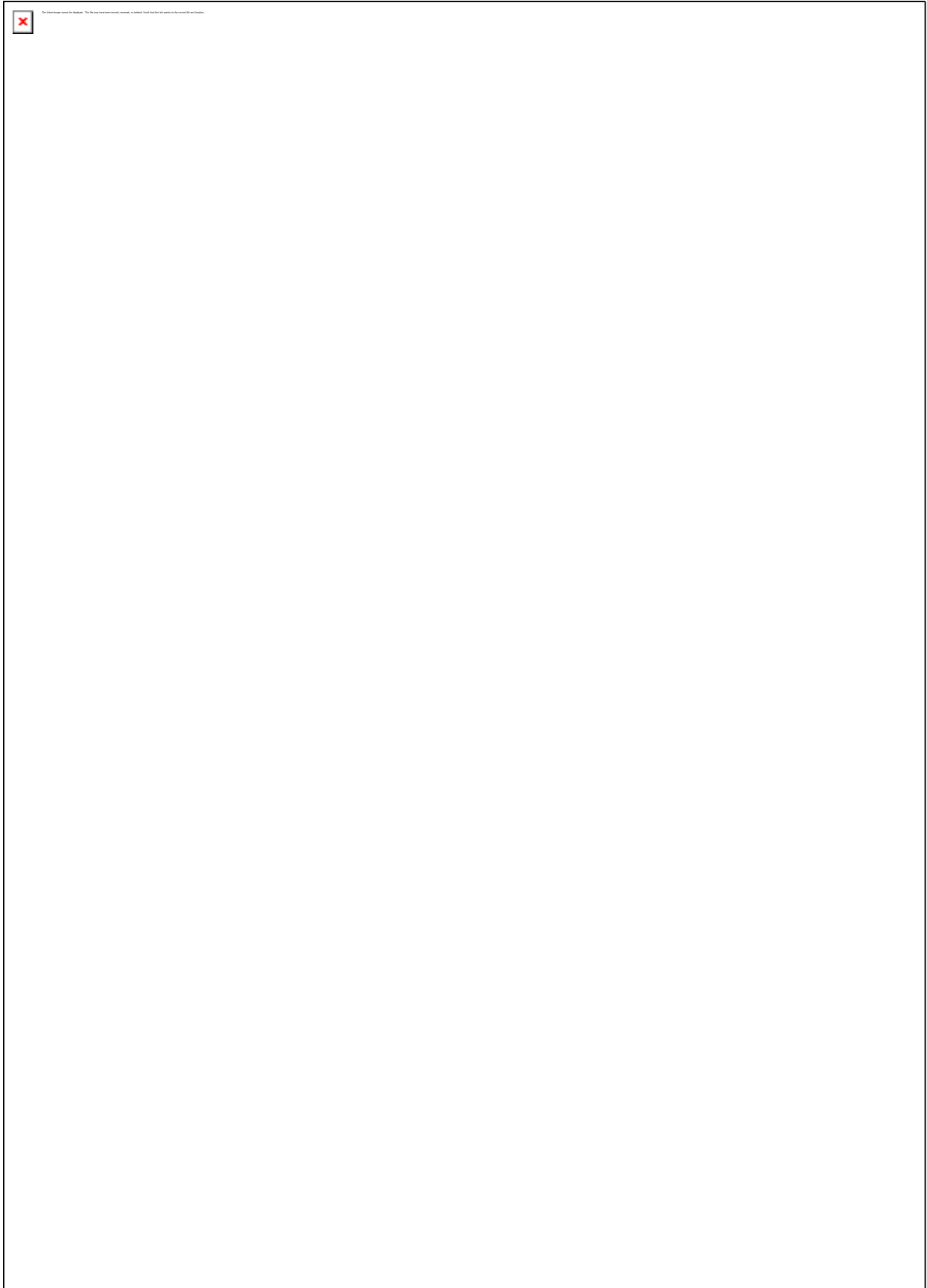
Highway Services
Neighbourhood Team Leader (Arboriculture)
Contaminated Land Section
Greater Manchester Police



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

Representations were received from the following third parties:

Contaminated Land Section
Highway Services
Environmental Health

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification

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Application Number	Date of Appln	Committee Date	Ward
122466/FO/2019	21 st Jan 2019	27 th June 2019	Sharston Ward

Proposal Erection of 4 no. two bed bungalows with associated parking and landscaping works

Location Land At Junction Of Panfield Road And Broadoak Road , Manchester

Applicant Mr Graham Morley , Wythenshawe Community Housing Group, C/o Agent,

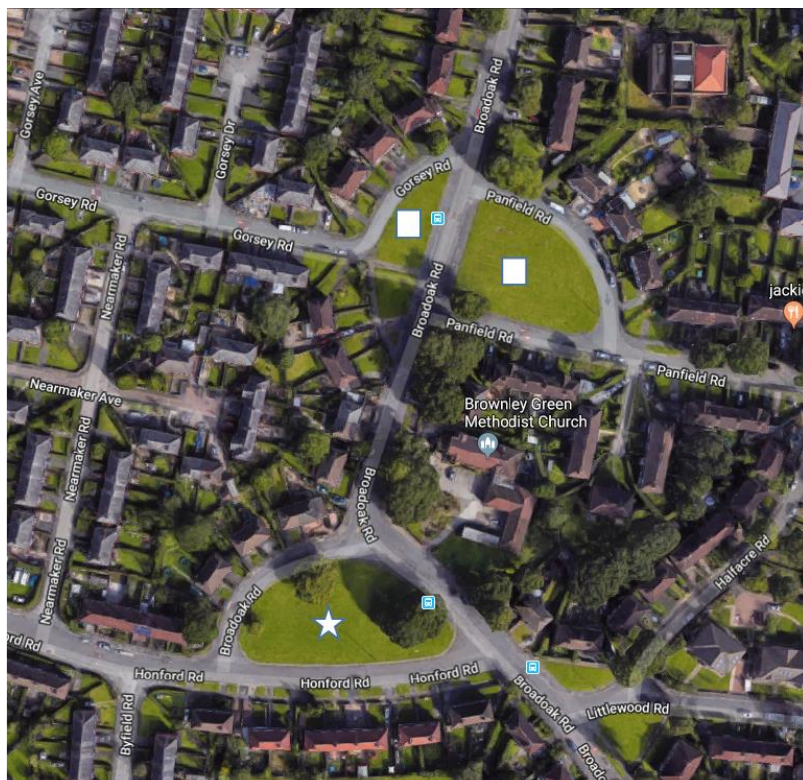
Agent Mr Brendan O Donovan, AEW Architects, The Zenith Building, Spring Gardens, Manchester, M2 1AB

Description

This application was placed before the Planning and Highways Committee on 30th May 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit.

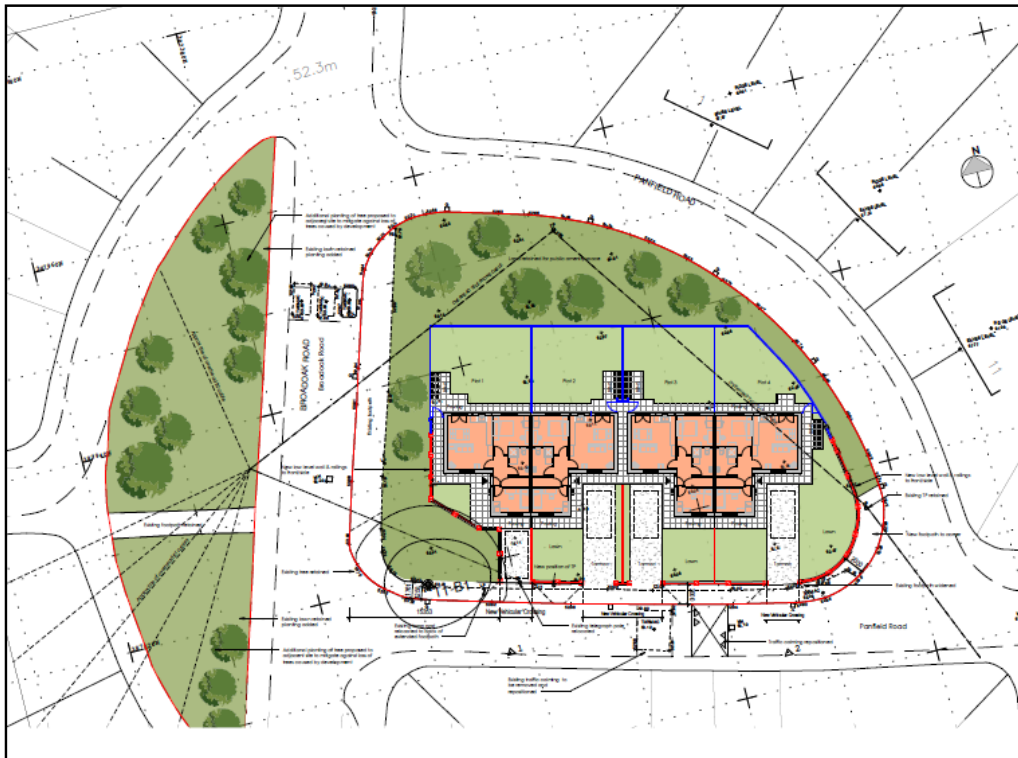
The application site is approximately 0.23 hectares in size and consists of two open spaces enclosed by Panfield Road and Broadoak Road. The sites consists mainly of areas of maintained lawned while the eastern site also has a single mature oak tree. On the opposite side of Panfield Road there are a number of 2 storey semi-detached dwellinghouses, while on the opposite side of Broadoak Road there are further 2 storey houses. The site is shown below, annotated by white squares.

The site annotated by a white star is also subject to an application (122464/FO/2019) by the same developer and that report can be found elsewhere on this agenda.



The developer is proposing to erect four bungalows (2 bed 3 person) with a floorspace of 62m² on the eastern site. The western site is to be planted with trees to offset any impact from this proposal.

Three of the properties would have two car parking spaces, while one would have one. All of them will have external bin storage, either at the rear of the site and enclosed private amenity space at the rear. Approximately 1,227m² of the site would remain accessible to the public. The proposed layout is shown below:



Consultations

Local Residents – Objections to this proposal and application 122464/FO/2019 were submitted jointly. Therefore, as with the other application, 28 letters of objection have been received in relation to the revised scheme, while 36 letters of objection were received in respect of the original proposal. The main points raised are as follows:

- The importance of building social housing is recognised but insufficient effort has been taken to identify alternative sites or to work with the community of Wythenshawe where such housing could be built without ruining the character of the neighbourhood.
- Both proposals would be detrimental to the historic and present day character of the neighbourhood. Greens with houses around them are central to the character of this part of Wythenshawe. The garden city history of Wythenshawe can and should be maintained.

- These are the last public, accessible large green spaces in the area. Most other green spaces have already been built on apart from smaller patches of grass. These spaces are key to local health and well-being as they are some of the only places where people still spend time outdoors.
- These spaces are highly valued local informal play spaces for our children within a set of five busy main roads – Greenwood Road, Hollyhedge Road, Brownley Road, Poundswick Lane and Simonsway. For parents in the houses around the green they can let their children play on them with peace of mind.
- The alternative play areas suggested in the submitted Design and Access Statement are too far away: The Haverley Road Play Area is 600m away with no pedestrian crossing; Kirkup Gardens is at least 500m away and on the other side of Simonsway; children visiting Rodgers Park would need to cross the motorway; Hollyhedge Park is at least a kilometre away.
- The proposal will have a detrimental impact upon the character of the area and the ethos of the Wythenshawe Garden City.
- Most other green spaces in the area have been built on and the parks that remain are too far away for the children and elderly to get to.
- The children need somewhere to play and be active.
- The addition of additional dwellings will bring with it additional cars which will exacerbate existing traffic problems.
- The site is often used by the community so its redevelopment will impact on people who live nearby.

Correspondence has been received from a local resident who expressed interest in living in one of the bungalows.

Ward Members – Councillor Madeline Monaghan requested that the Committee undertake a site visit before deliberating.

Councillor T. Judge objects to the proposal on the following grounds:

- While there is a need for this type of accommodation more suitable locations would be preferable.
- The proposal would lead to the loss of the last two remaining green spaces on Broadoak Road and loss of local amenity.
- There have been a number of accidents/near misses surrounding Honford Green so there are concerns about the proposals' impact on highway safety.
- When Wythenshawe was constructed it was talked about as the Garden City, we are now in danger of losing that identity which will have a detrimental impact on local people.

Brownley Green Action Group – Have made the following comments:

- The Case Officer dismisses the categorisation of these greens as ‘amenity green space’. This is a question of perception and it makes it sound as if these greens are not of any value. For local residents the spaces are highly valued and used regularly as informal play spaces and recreational space by children and other residents. The community have developed plans for the green spaces through a participatory design process and residents wanted to seek village green designation for the area but were informed that they could not begin this process while these planning applications are outstanding.
- There have been a significant number of accidents on the corner of Honford and Broadoak road area over the past ten years. In their submission to the planning department on behalf of local residents, Mums Mart community association did make the appeal that whatever else happens as a result of these applications something be done about these road safety issues for children and all the other local residents in the area. This was also a key issue that arose out of the survey that Mums Mart carried out about the developments.
- It is critical to assess the importance of these communal green spaces to our local community against the desperate need for social housing in the context of appalling health and poverty indicators for our immediate area. Our neighbourhood is ranked in the top 1% most deprived in England at 176 out of 32,844 LSOAs in the country. There are now many studies which highlight the vital importance of green space and shared communal spaces within short reach of local households for physical and mental well-being in people of all ages including children and the elderly.
- We are fully in support of the provision of more housing for social rent and especially adapted housing for people with particular needs. But this does not have to be situated on the last two communal spaces in a neighbourhood that is already shouldering the burden of extremely high levels of poverty and inequality. There are other places where these bungalows could be built. Wythenshawe Community Housing Group have developed extensively on other plots for private sales and rentals and could find other sites for these bungalows.
- The facts provided on distance and accessibility of alternative green or play space in the Case Officer’s reports are incorrect. Most of the Case Officers comments in this section reference a 2009 report titled “*The City Wide Open Space, Sport and Recreation study*” in relation to availability of space and distance to amenity green space for households which is ten years out of date. The distances to the alternative sites are much greater and involve the crossing of major roads.
- The green space that will be left remaining after the developments on either of these sites will no longer be large enough to fulfil the purposes that the greens are currently used for or for the larger community events that residents are beginning to plan for the area. Wythenshawe Community Housing Group will not tolerate children playing on the greens in the same way.

- We are aware of the desperate need for social housing and as a group we developed a compromise position and we have set this out for residents in the form of a petition asking Wythenshawe Community Housing Group to reduce the number of bungalows planned from 7 to 4. This would enable one of the two greens to be saved, or at least a more significant amount of green space on each green if residents preferred to negotiate with the housing group to distribute the bungalows equally across the two greens.

Mums' Mart Community Association – Object to the proposal for the following reasons:

- Building on this site will erode the historic character and visual appearance of the neighbourhood. The Core Strategy Development Plan Document states that Wythenshawe is characterised by its 'green open space such as tree lined roads, wide green verges, parks, woodlands and river corridors' recognising how it was built as a 'garden suburb'.
- Furthermore, historian of municipal housing John Boughton points out, the Wythenshawe estate was built as part of the Garden City movement, aiming for 'cottage dwellings in parkland surroundings'. Designer Barry Parker built on the garden-city ideal by bringing in the innovation of 'neighbourhood units set around green spaces and tree-lined roads'. There is concern that the historic heritage of the garden city layout, character and original design of houses built around small green informal, amenity, public spaces, such as this site will be seriously damaged.
- Mums' Mart has been working with local residents to explore alternative uses for the community greens. Both greens are an important part of the community hub character of this part of the neighbourhood, linking with the church grounds, where monthly markets, Friday lunch clubs, family fun days, and all sorts of other community activities spring out from. Members of the local community who saved the church from closure in 1997, over many years of hard work have turned it into the thriving community hub that it has now become. Our consultation also identified that a range of local residents are very willing to participate in the development and maintenance of the Greens in partnership with WCHG and the MCC.
- Building on this site will adversely impact on the health and wellbeing of the whole population in our area, and in particular on our children. This informal amenity green spaces is used for informal outdoor play by local children, by older people for dog walking, occasional family and community picnics. Losing these public amenity sites would remove an important area of 'breathing space', impacting negatively on achieving healthier lifestyles, and on mental health in the area. The two sites together form the last largest accessible open space in our local area.

- The new draft Greater Manchester Spatial Framework 'Greater Manchester's Plan for Homes, Job and the Environment' (January 2019) identifies that a key challenge for Greater Manchester is to 'Deliver the highest possible quality of life for all residents, and address existing problems such as health disparities and air quality that currently detract from it'. Building on the greens will actively work against this goal, as health and wellbeing outcomes for our area are already low. Additionally, the Greater Manchester Strategy's vision states that Greater Manchester will be: 'A place where people live healthy lives and older people are valued'. This planning application shows a disregard for local people's health and wellbeing.
- Green space that is located very nearby and is easily accessible is also key in our area, where many people experience poverty and travelling further distances to reach local parks or natural open space is a challenge. People living in our local area are within the most deprived 10% of people living in England.
- The applicants' submission states that several green spaces and parks are accessible within close proximity to the site including Haveley Road children's play area to the north, Kirkup Gardens to the south, Rodger's Park to the west and Hollyhedge Park to the east'. These formal children's play space sites are not within walking distance of our local area. Therefore they are not accessible to local children, especially as parents want to be able to see their children playing.

Neighbourhood Officer (Arboriculture) – The proposed boundary wall is shown as almost abutting the Cat B Oak tree referenced as T1 on the survey provided. In addition to this the properties are in my opinion too close to this highway tree and the development impact will potentially destroy the rooting environment of this tree leading to the loss of this tree within 3-5 years post development.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Highway Services – Highway Services have made the following comments:

- The addition of four residential units is unlikely to generate any significant intensification of vehicle trips, with no network impact likely.
- The location of the driveways has been slightly modified which is considered acceptable. The footpath from Broadoak Road has been removed but as there is an existing footway in this location pedestrian movements can be accommodated sufficiently.
- A condition regarding off-site highway works to the pavements is also suggested.

United Utilities – Suggests the imposition of a drainage condition.

Greater Manchester Police – No objections and suggests the imposition of a condition requiring the applicant to achieve Secured by Design accreditation.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 59 states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 96 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
- the availability of developable sites in these areas;

- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban Design and have regard to the strategic character area in which the development is located. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

“Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.”

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

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* – This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. It states further that proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and
 - a. it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - b. a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* – This policy states that the priorities for open space, sport and recreation in the City, set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas, include for Wythenshawe the improvement of existing facilities and sites.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;
 Year 2013 - Code Level 4;
 Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – The provision of fully accessible bungalows within a predominantly residential area, and which would free up much needed family accommodation, is considered acceptable in principle. However, in this instance they are to be erected on what is perceived as public open space and the loss of part of this space must be assessed against the relevant Core Strategy policies

In addition, the potential impact of the proposal upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be investigated.

Need for the Accommodation – The applicant is aware of a general need for the type of bungalow proposed. Previously they have advertised a 2 bed general needs (non-age restricted) bungalow on Willow Brook Gardens and received 438 bids from eligible applicants and a 3 bed general needs bungalow received 348 bids. An eligible applicant is someone who has some form of disability and needs ground floor or bungalow type accommodation, usually level access shower or other adaptations. By comparison, when they advertised an over-55s bungalow they only received 19 bids, demonstrating that the need for an older person's bungalow has been met to a more significant degree.

Loss of Open Space – The City Wide Open Space, Sport and Recreation study was undertaken in 2009 in order to inform open space policies for the Core Strategy. In that document open space is classified as one of following:

- City Park
- Local Parks
- Natural and semi-natural open space
- Amenity green space
- Provision for children
- Provision for young people
- Outdoor Sports facilities
- Allotments
- Cemeteries and churchyards

- Green corridors
- Civic Spaces

Given its size, location and function the application site is categorised as amenity green space and is referenced as such in the study (2009). Despite its category, due its size, and fact that it is enclosed on all sides by roads, it is not of the greatest quality.

Paragraph 6.1 of the 2009 study states that amenity green space is most commonly found in residential areas and includes informal recreation spaces and green spaces in and around housing. It continues stating that this amenity space fulfils a primary purpose of providing opportunities for informal activities close to home or work and such spaces are also often used for landscaping purposes.

Paragraph 6.2 states that amenity green spaces can have an overlapping function with parks, recreation grounds and natural areas and provide informal opportunities for children's play where there are no other facilities. It states that it is important therefore to consider the provision of amenity green spaces in the context of other types of open space.

It is noted that the loss of an accessible area of open space is a cause for concern for local residents and this is fully understood. The space is well maintained and the correspondence received shows that it is valued by the local community. However, it is important that the overall public benefits of the scheme are recognised and the context of the site is fully assessed.

At the time of the study Wythenshawe had higher levels of amenity green space than the minimum standard, i.e. 0.6 hectares per 1,000 head of population, compared with the minimum standard of 0.4 hectares. In addition the study found through mapping that most residents have access to amenity green space and that while minor pockets of deficiency were evident, when amalgamating all the different types of provision listed above all residents have access to at least one of these types within the appropriate distance of their home.

There is alternative open space provision within the recommended accessibility distances set out within the study. There are a number of amenity green spaces within the recommended 10 minute (480 m) walking time and the following facilities are also available:

- Amenity green space approximately 236 m to the north,
- A public playpark, a skate park, and basketball court approximately 345 m to the northwest.

In addition to these alternative facilities, it should be noted that not all of this site is to be redeveloped for housing, with approximately 1,227m² remaining for use by members of the public. Given this, the abundance of open space facilities that exist in Wythenshawe (as detailed below) and the number of alternative sites that are within the recommended 10 minute walking distance, the loss of part of this amenity space is considered acceptable, especially in the context of providing fully accessible bungalows.

Table 18.1 – Open space across Wythenshawe

Open space type	Number of sites	Hectares (total)	Hectares per 1000 population
City parks	1	147.80	2.04
Local parks	14	35.99	0.51
Natural and semi natural open space	34	179.53	2.54
Amenity green space	52	42.07	0.60
Children's play areas	16	2.61	0.04
Provision for young people	16	2.46	0.03
Allotments	7	8.21	0.12

Table 18.2 – Outdoor sports facilities

Outdoor sports facility type	Number of sites	Hectares (total)	Hectares per 1000 population
Grass pitches	28	89.96	1.27
Synthetic turf pitches	4 (2 full size)	1.51	0.02
Bowling greens	4 (7 greens)	1.17	0.02
Tennis courts	4 (18 courts)	0.88	0.01

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards (SS) for residential developments.

The amount of floor space proposed is 62m² for each dwelling and that required under the space standards is 61m². The proposal therefore complies with the space standards.

Design – The area is characterised by traditionally design red brick dwellings and this has informed the design of the proposal. The proposed bungalows are traditional in design and would occupy an L shaped footplate. They would consist of brick facades, with contrasting brick panels, stone cills and headers and would be topped by grey concrete roof tiles. The design of the bungalows is considered acceptable and is shown below:



Visual Amenity – As the site consists predominantly of a maintained grassed area the erection of three bungalows on part of it would have some degree of impact upon the current levels of visual amenity enjoyed within the vicinity of the site. However, given the nature of the proposal, the fact that 1,227m² of the site would remain open to the public and the applicant proposes to undertake extensive tree planting on the western of the two sites, this impact upon visual amenity is considered acceptable in this instance. It must also be noted that the surrounding area is characterised by housing.

Character of the Area – Wythenshawe was laid out using the principle of the garden city movement, the result of which was low rise residential suburbs interspersed by substantial landscaping which consisted of mature trees and front boundary hedging and communal green spaces. While the mature trees are still evident, the majority of the front boundary hedging in this neighbourhood has been replaced by low fencing/walls. In addition, several of the green spaces have been redeveloped with small infill residential schemes.

As this proposal would introduce additional tree planting to both sites and a portion of the open space would be retained it is considered that the character and layout of the pattern of development would not be impaired to such a degree so as to warrant refusal.

Residential Amenity – The front elevations of the proposed dwellings, which consist of habitable room windows, would be sited between 24.5 and 28.5 metres away from the dwellings on the opposite side of Panfield Road. Given the distance between the proposed and existing dwellings and the fact that both elevations overlook the public realm, it is not considered that the windows in the front elevations would lead to a reduction in privacy and subsequently existing levels of residential amenity. This relationship across a highway is similar to many others within this neighbourhood.

The rear elevations of the proposed dwellings consist of a mix of habitable and non-habitable room windows. These proposed elevations would be approximately 21 to 31 metres away from the front elevations of nos. 1 to 5 Panfield Road. Given the distances between the existing and proposed dwellings and the landscaping and proposed boundary treatment that would exist between them, it is not considered that the proposal would have an unacceptable impact upon the levels of privacy and residential enjoyed by the residents of Panfield Road.

It is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that overlook the site.

Given the height and siting of the proposed dwellings it is not considered that they would lead to the overshadowing of any of the nearby properties.

Scale – The proposed dwellings would be 2.3 metres high at the eaves and 5.3 metres high at the ridge. Given this it is considered that the scale of the development is in keeping with the overall character of the area.

Siting – As the proposed dwellings would respect the established building line that runs along the northern side of Panfield Road it is considered that the siting of the proposal is acceptable.

Amenity Space – Sufficient private amenity space would be provided for the future occupants of the proposed bungalows.

Trees – **One** tree exists on the eastern site, an oak tree categorised as being of moderate quality (category B). Originally the applicants proposed laying out a footpath close to this oak but following receipt of the comments from the Arboricultural Officer this aspect of the scheme was removed.

To compensate for the loss of part of this amenity space and a number of trees associated with application 122464/FO/2019 the applicants are proposing to planting 21 replacement trees (12 on the western site and 9 on the eastern site), the species of which would be conditioned.

A condition is recommended which relates to the protection of the trees to be retained.

Boundary treatment – The front and side boundary treatment would consist of a low brick wall topped by iron railings (0.9 metres high), while the boundary treatment to the rear would consist of 2.1 metres high timber board fencing. The proposed boundary treatment has been informed by that seen in the locality and as such is considered acceptable.

Ecology – The submitted ecology report states that the oak tree on the site has the low potential to support roosting bats, though it should be noted that no roost was encountered. In addition, the tree also has the potential to support breeding birds.

Though the oak tree would not be felled it is still considered prudent to require the applicant to provide bio-enhancements, e.g. bat and bird boxes and this would be enforced through a condition.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Panfield Road and Broadoak Road.

Car Parking – The level of parking to be provided via the driveways (1 x one space and 3 x two spaces per dwellings) is considered acceptable.

Waste Storage – The applicants have indicated that four separate 240 litre recycling wheelie bins for each dwelling would be provided and that this would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The provision of these facilities would be conditioned. The bins would be stored at the side and rear of the respective dwellings.

Accessibility – The site is nominally flat and wheelchair access from Panfield Road would be unobstructed. The bungalows have been specifically designed to be disabled accessible and this is welcomed.

Crime and Disorder – The standard Secured by Design condition is suggested in this instance.

Air Quality – The erection a four dwellings in this location would not have an undue detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built.

In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an undue detrimental impact upon air quality.

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and the dwellings would be capable of being retro-fitted with external charging points to allow for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

Conclusion

The design, siting and scale of the four bungalows reflects that seen in the neighbourhood. The loss of the part of the amenity space is of great concern to local residents but given the amount and variety of open space in Wythenshawe the loss of part of it is considered acceptable in this instance, especially given the type of accommodation proposed.

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

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

Recommendation APPROVE **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

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

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

- a) Drawing number S10404-AEW-XX-XX-DR-A-502 P2 stamped as received on 16th April 2019.
- b) Drawing number S10404-AEW-XX-XX-DR-A-507 P2 stamped as received on 16th April 2019.
- c) Drawing number S10404-AEW-XX-XX-DR-A-520 P2 stamped as received on 16th April 2019.
- d) Drawing number S10403-AEW-XX-XX-DR-A-523 P2 stamped as received on 16th April 2019.
- e) Drawing number S10404-AEW-XX-XX-DR-A-524 P1 stamped as received on 21st January 2019.
- f) Drawing number S10404-AEW-XX-SI-DR-A-525 P1 stamped as received on 16th April 2019.
- g) Drawing number S10404-AEW-SI-XX-DR-A-526 P1 stamped as received on 21st January 2019.
- h) Drawing number S10404-AEW-XX-XX-DR-A-527 P2 stamped as received on 16th April 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations 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 Manchester Core Strategy (2012).

4) 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.

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 Manchester Core Strategy (2012).

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

7) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of tree and hedge species, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development is completed. 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.

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Report and accompanying drawings (prepared by ACS Consulting, stamped as received on 16th April 2019); and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

9) Above grounds works shall not commence until a waste management strategy has been submitted to and approved by the City Council as local planning authority. The approved strategy shall be implemented and remain in-situ prior to the occupation of the development hereby approved.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

10) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

12) Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

13) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

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

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

14) Prior to the commencement of above ground works, a detailed scheme for the off-site highway improvement works outlined below shall be submitted to and approved by the City Council as local planning authority. The approved scheme shall be implemented before the dwellinghouses hereby approved are occupied.

- installation of new dropped crossings to facilitate driveway access
- re-positioning of existing traffic calming features on Panfield Road (to be agreed with MCCs Capital Programmes and Property Highways Team).
- widening of footway on Panfield Road

Reason – In the interests of pedestrian and highway safety, pursuant to Policy DM1 in 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: 122466/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

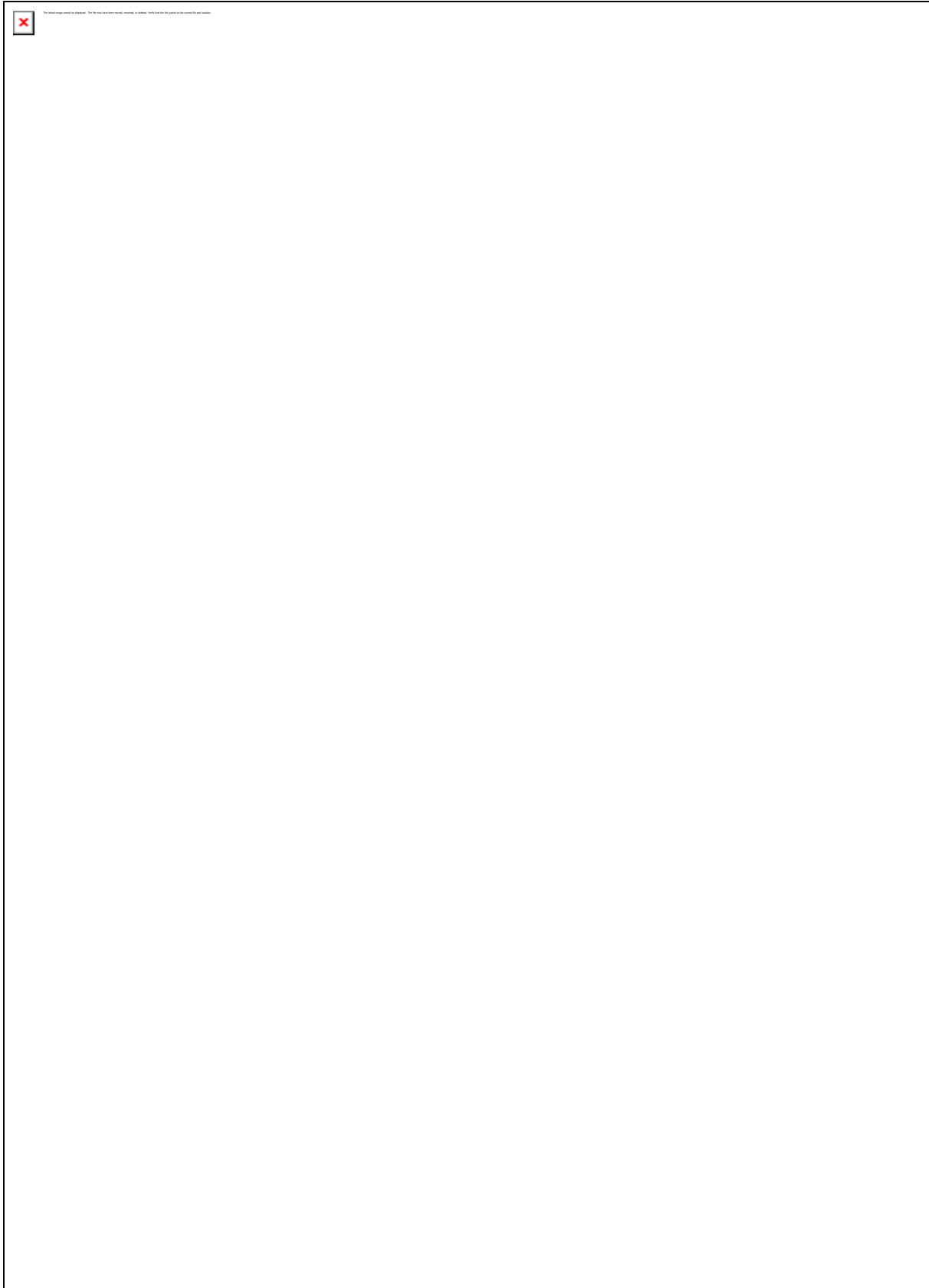
Highway Services
 Neighbourhood Team Leader (Arboriculture)
 Environmental Health
 South Neighbourhood Team
 Greater Manchester Police
 United Utilities Water PLC

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 United Utilities Water PLC

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122638/FO/2019	27 th Feb 2019	27 th June 2019	Woodhouse Park Ward

Proposal Development of a combined bussing and motor transport service centre consisting of a part single/part two storey motor transport building, a single storey bus washing building, provision of a public long stay car park (2,700 car parking spaces), amendments to the layout of Wilmslow Old Road, together with the provision of landscaping and surface water drainage infrastructure and the demolition of four residential properties (Vicarage Cottages).

Location Land To The South Of Wilmslow Old Road And To The West Aviation Viewing Park, Manchester, WA15 8XQ

Applicant Manchester Airport Plc, Manchester Airport, Olympic House, Manchester, M90 1QX,

Agent Andrew Murray, Manchester Airports Group, Planning Team, Manchester Airport, Olympic House, Manchester, M90 1QX

Description

The application site comprises some 12.06 hectares (ha) of land located to the south west of the Airport's cargo and maintenance area. The site is bound by Wilmslow Old Road to the north east, the Runway Visitor Park to the east and two arms of Cotterill Clough ancient woodland to the west and south. Beyond Cotterill Clough lies a 2,500 space carpark operated by the applicant and approved under ref. 107821/FO/2015/S2 in October 2015. Cotterill Clough is a statutory designated Site of Special Scientific Interest (SSSI) and also encompasses a non-statutory designated Site of Biological Importance (SBI). The site is within land designated in the Core Strategy as the Manchester Airport Strategic Site and is allocated as Airport Operational Area.

The site is predominantly made up of open fields that have previously been used for grazing. Within the site is a Grade II listed building, the former Cloughbank Farm, and a small complex of associated brick outbuildings and two metal barns. Listed Building Consent (ref. 122399/LO/2019) was granted in April 2019 to undertake works to existing farmhouse and to demolish a number of outbuildings. A compound area, containing some temporary portacabins and containers, is situated to the south west of these buildings, which has been used sporadically in association with airfield works. On the north-eastern boundary of the site are four residential properties, namely Vicarage Cottages. The site is shown overleaf.

The applicant is proposing the following:

- Erection of a combined bussing and motor transport (MT) service centre, including a 1,3889m² 9.8 metres high building, bus and operational vehicle parking area, bus wash facility, fuel point and staff office/ welfare facility. Bussing currently is operating from a temporary location that is now required for development associated with the Manchester Airport Transformation Programme.
- Provision of a 2,700 space long stay surface car park and associated infrastructure.
- Installation of 92 lighting columns (8 metre high with a mixture of single and twin brackets), 6 X 1 metre high lighting bollards and 35 CCTV columns.
- Amendments to road infrastructure including realignment of Wilmslow Old Road and creation of 3 no. access/egress points.
- Landscaping, including increased landscape buffer adjacent to the SSSI/SBI and around the perimeter of the listed building to protect its setting.
- A series of ecological mitigation measures.
- Surface water drainage infrastructure.
- Boundary fencing.
- Demolition of 4no. residential properties and 2no. metal barns.
- Removal of temporary portacabins and containers from compound area.



Consultations

Local Residents – Nine letters of objection have been received, the comments raised are as follows:

- Cotterill Clough is delicate and is vulnerable to erosion, this proposal would exacerbate the situation.
- It is common knowledge that bats and barn owls roost in the area (trees and outbuildings) of Vicarage Cottages, therefore it is a surprise see no Bat and Barn Owl survey for Vicarage Cottages. This is particularly important when deciding whether or not to demolish the species' homes.
- The great crested newt (GCN) confirms their presence at Cotterill Clough and Runway Viewing Park. Due to the close proximity of Vicarage Cottages a specific inclusion of the Cottages should have been within the report to verify the existence of GCN at the Cottages. The Council could then satisfy themselves of the position concerning GCN in the area before they agree whether or not to demolish the GCN's habitat at Vicarage Cottages.
- It is disappointing that Vicarage Cottages is not included in the heritage statement given its age.
- MAG group already has vast amounts of car parking around the airport, and should be looking to improve the number of people using public transport to the airport, not providing easier access for car users.
- The would lead to land downstream being flooded and inundated from water flowing into the River Bollin, flooding land along this river and in Lymm and further downstream in Warrington.
- It may conflict with the Greater Manchester Spatial Strategy.

Ringway Parish Council – Object to the proposal on the following grounds:

- Manchester City Council should be questioning why the Motor Transport facility was relocated to Hanger 4 and never developed as applied for previously. And why another green field site and four residential properties are to be destroyed because of this new application 122638/FO/2019.
- Vicarage Cottages can be seen on the 1872 ordnance survey map included in the Heritage Statement and are most probably contemporaries to Cloughbank Farm Since 2012 Manchester Airport have already been permitted to demolish 9 residential properties in Ringway Parish, enabling them to cover what was farming land with warehousing and car parks. The latest demolitions would make 12 cottages and a farm house, and yet the Greater Manchester Spatial Framework currently under consultation is calling for more homes to be built not destroyed. The loss of more of the Parish dwellings is distressing.
- The landscape mitigation package proposes a greater species diversity than is currently present within the site. How this statement can be justified by covering green field land and removing all but one hedge which is retained as a Proposed Bat Corridor seems impossible.
- The area obviously has a good species diversity already as confirmed by the surveys included with the planning application, able to support Owls, Great Crested Newts and a Bat roost within the brickwork of Cloughbank Farm. There is no Nesting Bird survey: Swallows nest in the barns at Cloughbank Farm every year. Sparrows (red listed) use the Vicarage Cottages for nesting. A Peregrine Falcon is often seen around this area of Cloughbank using the airport hangers to roost on. No Bat survey of Vicarage Cottages has been carried out.

- The applicant cannot provide a light spillage scheme to protect the SSSI/SBI wood and they state a detailed lighting design would not be available until contract to construct has been entered into. The wood would be sandwiched between two large car parks and a bussing and motor transport centre both illuminated and operational 24/7. This can only be detrimental to the wood itself and the species dependent on it health.
- Ringway Parish Council have been asking about the development of this last piece of green field land belonging to Cloughbank Farm for years, trying to establish for the residents of Vicarage Cottages what would be the time scale for the lands development and possibility of losing their homes. We were only informed once the plans were drawn and the planning application was near completion.

Highway Services – Have made the following comments:

- Suggest the imposition of a condition concerning improvements to the highway in the vicinity of the Pinfold Lane and Wilmslow Old Road junction.
- The motor transport (MT) service centre building replaces hangar 4 operations and comprises of a bus parking area, bus wash, fuel point and staff welfare facilities which is acceptable in principle to Highways.
- A separate entry and exit point is being provided for the MT facility. With regard to the vehicle entrance, it is adjacent to the vehicle entry and exit to the proposed long stay car park, and to avoid potential conflict, road markings would be needed here to provide clarity for road users. Operational vehicles that are utilising the MT facility are proposed to be routed via an improved access from Wilmslow Old Road into the West Side of the Airport. This existing access is to be improved but carried out in later works and outside the scope of this application.
- Passenger vehicles and passenger transfer buses that are utilising the long stay car park would access via the Wilmslow Road/ Sunbank Lane junction and along the new access road being provided in association with development proposals on the adjacent Cloughbank A site. The access to the long stay car park would comprise of a co-located entry and exit and is acceptable in principle.
- The application includes the upgrade and realignment of a section of adopted highway (Wilmslow Old Road) which is proposed to be incorporated into the development. It is noted that a proportion of road users access the viewing park on foot and it is recommended that this is accounted for when undertaking the detailed design for Wilmslow Old Road.
- The boundary treatment, lighting and cctv proposals are acceptable.

Environmental Health – Suggests the imposition of a number of conditions (e.g. acoustic insulation, contaminated land, lighting and refuse storage)

Aerodrome Safeguarding Officer – Requests the imposition of a condition requiring the applicant to submit a Bird Hazard Management Plan to limit the risk of birdstrikes.

Neighbourhood Team Leader (Arboriculture) – Any comments will be reported at the Committee.

Flood Risk Management – Suggests the imposition of a number of drainage conditions.

United Utilities – Suggests the imposition of a number of drainage conditions.

Environment Agency – No objections raised, subject to the imposition of a planning condition requiring a scheme to be agreed to ensure that the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site including the Cotterill Clough buffer zone.

Historic England (North West) – Raise no objections to the proposal.

Natural England – Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on designated sites and has no objection.

Greater Manchester Ecology Unit (GMEU) – Have made the following comments:

- The development proposal would cause harm to great crested newts, a specially protected species. A breeding pond would be lost, together with terrestrial habitat. As a minimum two new ponds and associated terrestrial habitat must be provided as compensation for the losses. The proposed replacement ponds would be located just south of the application site, within an existing SBI. Although it is an SBI and does already support great crested newts it will essentially be the same population as the newts using the pond so there should not be any issues with moving the great crested newts into an area that they may actually use now. In addition, the SBI could certainly be improved and managed in future for great crested newts so that the increased newt population could be supported and increases in newt numbers could be accommodated in future. Following submission of a preliminary scheme, a condition could be imposed requiring the preparation and submission of a more comprehensive Method Statement giving full details of all the measures to be undertaken to avoid harm to newts.
- The provision for replacement Barn Owl roosts is considered acceptable.
- The development proposal is immediately adjacent to a woodland SSSI, Cotterril Clough. It is proposed that to protect the SSSI a 15m-wide landscape buffer zone be created between the application site and the SSSI, that sensitive lighting is installed to reduce light impacts on the woodland and that drainage into the watercourse that runs through the SSSI is moderated and controlled. These proposals are broadly acceptable. Because of the potential impact of the scheme on the SSSI Natural England must be consulted on the application.
- Bat roosts have been recorded in buildings within Cloughbank Farm. Although the roosting sites would not be directly affected by this development the roosts would be separated from the feeding resource within the SSSI and this may affect the sustainability of the roosting sites. It is proposed that a line of trees is planted to connect the roosting sites to the woodland, this is considered acceptable following the increase in width of the corridor.

- The bat report has recommended additional surveys be undertaken for all the Vicarage Cottages, two of which were regarded a high risk, requiring up to three additional emergence surveys and one as low risk requiring one additional survey. GMEU do not disagree with the findings of the report based on the photographs of the cottage, proximity to high value habitat and lack of alternative high value buildings.
- Japanese Knotweed has been found on the application site. It would be an offence to cause this plant to spread and the development has potential to cause spread. It therefore recommend that a Method Statement be prepared giving details of measures to be taken to control Japanese knotweed. Once approved the Method Statement must be implemented in full.
- The fields and hedgerows to be lost to this scheme represent some of the last remaining functional agricultural land within the City boundary. The updated NPPF states that planning decisions should '*minimise impacts on and provide net gains for biodiversity*'. Further compensatory greenspace provision should be sought, perhaps by enhancing existing greenspace or through a contribution to the management of local greenspace. It should be borne in mind that compensation for harm to newts would require new and/or enhanced habitats to be made available.

Greater Manchester Police – No objections raised and suggests that a crime impact statement be prepared.

Trafford Council – Raise no objections to the proposal.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the

policies in this Framework taken as a whole.

Paragraph 80 states that 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

Paragraph 108 states that planning policies should provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, sites of biodiversity
- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- wherever possible, helping to improve local environmental conditions such as air and water quality,

Paragraph 192 in Section 16 (*Conserving and enhancing the historic environment*) states that in determining planning applications, local planning authorities should take account of:

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

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

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

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

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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, *Spatial Principles*, - States that the growth of Manchester Airport will act 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.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:

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

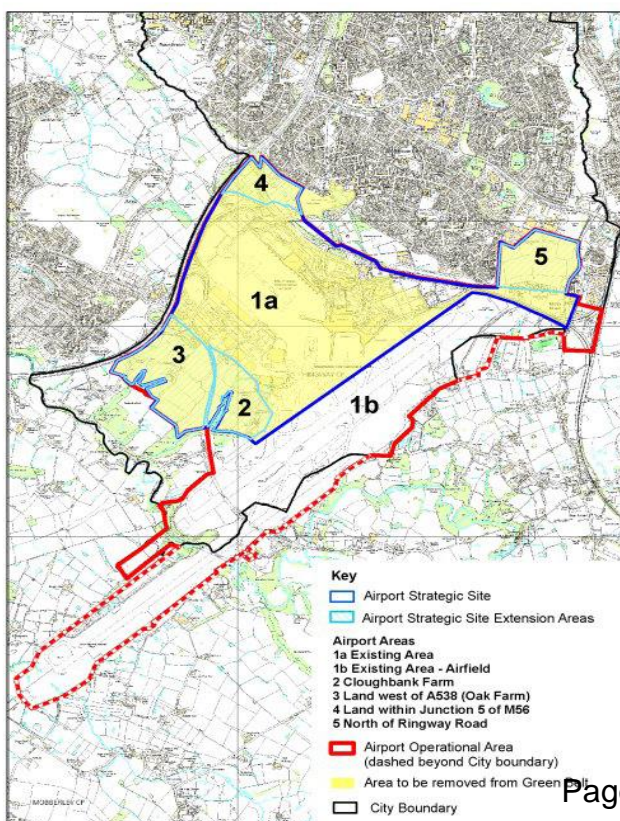
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Policy DM 2, *Aerodrome Safeguarding* – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar would not be permitted.

Policy EC1, *Employment and Economic Growth in Manchester* – This policy states that key locations for major employment growth showing indicative distribution figures would be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, *Wythenshawe*, - This policy states that Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy states further that 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.

Policy MA1, *Manchester Airport Strategic Site* – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 would be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site, area no 2 (*Cloughbank Farm*) on the plan below, as being suitable for "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation." (Table 8.1, page 89)



Policy MA1 states further that development which does not reflect the uses above but which are within those listed in the reasoned justification would be acceptable, where the applicant has demonstrated:

- that it does not impede the operation of the airport and the planned growth outlined in this policy,
- that the development is a part of the phased development of the airport organisation,
- that development is needed due to the operational expansion of the Airport, and,
- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1.

The list of uses contained within the reason justification are to be found in paragraph 8.100 of the Core Strategy. It states that appropriate development within the Airport should be necessary for the operational efficiency or amenity of the Airport and that it would be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:

1. Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; Aircraft fuelling and storage facilities; emergency Services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
2. Passenger and terminal facilities including: terminal facilities including passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents; tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).
3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and Government agencies; lorry parking, fuelling and servicing facilities; in-flight catering and flight packaging facilities.
4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
5. Landscaping works including: strategic planting, earth mounding and habitat creation
6. Internal highways and infrastructure, including cycleways, footways and roadways.

Policy MA1 continues stating that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It would be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact would be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- be informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, would be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as is possible.

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

Policy EN14, *Flood Risk* – This policy states that an appropriate Flood Risk Assessment would be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs). It states further that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide and in CDAs, evidence to justify the surface water run-off approach/rates would be required.

Policy EN15, *Biodiversity and Geological Conservation* – This policy states that the Council would seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration would be given to sites with international or national designations for their biodiversity value or other sites of biodiversity value, including Sites of Biological Importance (SBIs). The policy states further that developers would be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Manchester Airport Sustainable Development Plan (2016) – The Sustainable Development Plan (SDP) sets out the vision and strategic context for the long-term development of the airport site and describes the challenges and opportunities that will be faced. The SDP comprises an over-arching Summary document and four detailed Action Plans that deal with Land Use, Environment, Economy and Surface Access, and Community. It is intended that these help to inform the long term spatial and transport planning of the wider area, as set out in the Aviation Policy Framework. The Land Use Plan advocates the Site for operational use and sets out the long term and intermediate development aspirations for the Site, which are in line with the Core Strategy.

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 would be an integral part of all neighbourhoods. The city's communities would be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses would be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models would 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.

Issues

City Council Interests – Members should be aware that the City Council has a land ownership interest in this site. However, Members are discharging their duties as the Local Planning Authority and must disregard any other interests the City Council may have.

Environmental Impact Assessment – The applicant submitted a screening letter to determine whether or not an Environmental Impact Assessment was required. After detailed deliberation it was determined that while the development would have some impact on the surrounding area these would not be so significant to warrant a formal Environmental Impact Assessment and the impacts could be suitably mitigated against. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required in this instance.

Principle of the Proposal – The Manchester Airport Sustainable Development Plan 2016 stated that the application site, due to its location adjacent to the existing taxiways and runways, would provide an ideal location for uses requiring a direct link to the airfield. These aspirations were cemented in the Core Strategy (policy MA1) with its adoption in July 2012, following the submission of evidence to support a variety of uses which was subsequently subject to an Examination in Public by an independent Inspector.

While the proposal does not fall within the uses expected for this site (Area no 2 *Cloughbank Farm* – "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation."), it does fall within the list of uses contained within the reasoned justification (para 8.100), namely *facilities for the maintenance, repair and storage of service vehicles and public and staff car parking*.

The Airport's bussing operation is currently located at the World Freight Terminal within the external yard area of the former LSG Sky Chef Facility off Avro Way/ Pinfold Lane. However, this location was only ever temporary, and the site is now to be subject to redevelopment necessitating the displacement of the bussing operation. The existing motor transport facility is located within Hangar 4 at the World Freight Terminal. This building has been adapted in recent years to accommodate the use but has structural issues and a review of Airport assets has concluded that the cost required to re-furbish and maintain the facility to a suitable standard in the long term would be un-economical.

The redevelopment of Terminal 2 and Airport City, all consented and commenced schemes, have necessitated the displacement of car parking from other parts of the Airport site. This capacity needs to be accommodated elsewhere in order to maintain sufficient on-site supply. This need is exacerbated by the decline and inconsistent supply of off-airport parking for various reasons and the subsequent increasing reliance upon on-site parking. Given the above, it is recognised that this proposal is needed due to the operational expansion and reconfiguration of the Airport. As a result, the principle of the proposal is considered acceptable.

Notwithstanding this, consideration must be given to the proposal's impact upon existing levels of visual and residential amenity, the highway network and ecology/nature conservation. These issues and others would be addressed below.

Loss of Family Accommodation – The four dwellings that make up Vicarage Cottages are not in a sustainable location and are far removed from local services and facilities. While the loss of any family housing is regrettable, it is considered acceptable in this instance given the locational constraints of the site and the wide planning benefits of the economic expansion of Manchester Airport,

The loss of existing family housing is not normally supported. However, there are a unique set of circumstances in relation to these properties which would justify the loss of the four dwellings that make up Vicarage Cottages. The cottages are located within the designated Operational Area of the airport and uses associated with the operation of the airport are supported in principle at this location. If the houses were to be retained they would be located in an island situation potentially surrounded by commercial uses which would not be suitable for a standard of residential amenity that would be sustainable or appropriate.

It must also be noted that the location of the existing four properties is isolated and remote from services and facilities. Although the loss of the family housing is regrettable given the locational constraints of the site and the benefits to the economy, including the creation of jobs, that the expansion of the airport would bring, the loss is considered acceptable in this case.

The applicant has confirmed that the tenants within the four houses have been informed at various times over the years that the houses would be required at some point for operational development. The applicant also stated that in respect of events leading up to the submission of the application direct contact was made with tenants explaining the application and the timescale involved. It was made clear that even if consent is granted it would be quite some time before the properties are required due to the ecological works that would be required. The applicant goes on to state that Manchester Airport has offered to assist in seeking alternative accommodation, either from its own residential portfolio or if not suitable then assistance would be offered in finding a property in the wider market.

Impact On Heritage Assets – Cloughbank Farm, which is a Grade II listed building, is a multi-phase farmstead comprising of a partially timber framed 17th Century core with multiple 18th and 19th Century additions alongside significant 19th Century outbuildings and a substantial 19th Century barn. Two additional 20th Century barns at the rear are not listed.

The setting of the farm buildings forms a key part of their significance including the presence nearby of ancient woodland, namely Cotterill Clough, which has existed continuously since the earliest part of the farm complex was built.

The buildings have been subject to a detailed assessment of significance according to nationally accepted criteria. In consideration of this, the Grade II listed farmhouse is considered to be of high heritage value, the curtilage listed 19th century outbuildings and barn of medium heritage value, and the unlisted barns of no/detrimental heritage value.

It is recognised that the relationship between the Cloughbank Farm, the ancient woodland of Cotteril Clough and the later field patterns, would be lost due to the proposed works. Accordingly the heritage statement has concluded that the impact upon the setting of the listed building complex would be moderate (medium) adverse in effect. Notwithstanding this, it is also acknowledged that Cloughbank Farm has not been in use as a working farm for a considerable amount of time.

The NPPF states that impacts upon designated heritage are required to be justified by heritage benefits or wider planning benefits. The heritage benefits in this instance are the removal of the 20th Century barns and site cabins and the repair and re-use of Cloughbank Farm for operational uses following completion of the bussing and motor transport service centre. The wider planning benefits relate to the continued economic growth of Manchester Airport. The use of the site for bussing and motor transport (MT) service centre and car parking would enable the continued provision of services vital to the running of the airport and expansion of ancillary services, all of which meet the aspirations of Core Strategy Policy MA1

Given the above, and the fact that woodland planting is proposed around Cloughbank Farm to act as a screen, it is considered that the impact can be mitigated against.

Impact on Heritage Assets (Loss of Vicarage Cottages) – As has been detailed previously, Vicarage Cottages are not listed or within a conservation area and as such their loss is considered acceptable. It is noted that the four cottages have been in-situ for a considerable period of time, namely the 17th Century, and are not protected by any form of heritage listing. The houses appear to have little historical value as the setting within a rural hamlet has been eroded by the growth of the airport. On that basis and in this context the loss of the four houses is considered acceptable.

Their retention and continued use as housing has been suggested, as well as their use as airport related offices. In terms of their retention as housing, following the laying out of the car park and motor transport centre, Vicarage Cottages would be located within a secure Airport Operational Area. The strict security requirements would limit general access by the public (tenants and their vehicles) to the area, thereby rendering their continued use as houses impracticable.

Their use as offices has also been suggested, similarly to the future use of the listed Cloughbank Farm. However, in the case of Vicarage Cottages, their scale and internal layout do not lend themselves to such a conversion.

Demolition of Vicarage Cottages – The demolition of the four houses would be undertaken in accordance with an approved method statement. This would ensure that any impacts from dust and vibration are minimised and the impact on protected species, such as bats and barn owls, would be mitigated against.

Loss of the Two Barns – Both barns, which date from the 20th Century and can be seen below, are of poor quality and their retention would not enhance the setting of the listed Cloughbank Farm. As a result there is no objection to their demolition.



Residential Amenity – The nearest residential accommodation to the site is located above The Romper PH, on Sunbank Lane, approximately 280 metres to the north. Any impact on residential amenity enjoyed by the occupants of that accommodation is likely to result from traffic movements associated with the use.

The traffic assessment that was submitted with the application used modelling based on a 3,500 space carpark in order to demonstrate a worst case scenario and show the resilience of the infrastructure to accommodate this use. This resulted in the following traffic movements to and from the proposed site and along Wilmslow Old Road, Gannet Way and Sunbank Lane.

Barrier	AM Peak				PM Peak		
	5-6am	6-7am	7-8am	8-9am	4-5pm	5-6pm	6-7pm
Clough Bank B In	100	95	80	75	30	40	50
Clough Bank B Out	70	85	80	75	40	45	70

As the actual traffic movements would be less than this, as the carpark would be for 2,700 vehicles, it is not considered that the hourly traffic movements during the peak times would be severe.

Given that considerable traffic already travels down Wilmslow Road (the A538) to and from Wilmslow town centre and along Sunbank Lane and Wilmslow Old Road to the Aviation Viewing Park, it is not considered that the traffic associated with the long stay car parking operation would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

In terms of bus movements, the applicant has stated that the number of buses that would be used during the AM peak, Interpeak and PM peak times would be either three or four. This number is not excessive and as a result it is not considered that the number of round trips, at between 37 to 45 minutes in length, would have a detrimental impact on the levels of residential amenity enjoyed by the occupants of The Romper PH.

Visual Amenity – Views into the site from the public realm would be limited to a short section of the realigned Wilmslow Old Road and the site would not be visible from Wilmslow Road (A538) or Sunbank Lane given the presence of Cotterill Clough. Given the differences between the existing and proposed uses, i.e. grazing land and vehicle storage/car parking, there is no doubt that there would be some level of visual disamenity arising from the proposal. However, given the context of the site in relation to the airport operational area, it is not considered that the proposed use and the associated structures would have an unduly detrimental impact upon the levels of visual amenity enjoyed along Wilmslow Old Road.

Landscaping Treatment – The applicant is proposing to create a landscape buffer along the entire boundary of the site with the Cotterill Clough SSSI and SBI. The buffer would have a minimum width of 25 metres adjacent to the SSSI and a minimum width of 15 metres adjacent to the SBI. It would be designed to enhance the woodland edge and is similar in approach to that undertaken with the 2,500 space carpark to the west (ref. 107821/FO/2015/S2).

Where it is adjacent to the SSSI, the buffer would comprise of an existing vegetated strip that would be retained and supplemented by a further soft landscaped area incorporating woodland planting, grassland, species rich wetland and swale (a shallow, broad and vegetated channel designed to store and/or convey water runoff). This additional landscaping would extend the width of the buffer with the SSSI. To the north of the site, where it is adjacent to the SBI, the buffer would similarly comprise of a soft landscaped area with swale and although would not be as wide as the buffer adjacent to the SSSI would still provide a minimum width of 15 metres. This buffer zone would not only provide a physical buffer between the Site and the SSSI / SBI but would also be unlit and act as a dark corridor allowing movement of nocturnal species at the edge of the Site, away from the lit car park.

A landscape buffer is also proposed around Cloughbank Farm to preserve the setting of the listed building. A new “bat corridor”, comprising a dark corridor of trees to enhance commuting and foraging habitat available for bats and birds, would be provided within the site which would link Cloughbank Farm to the SSSI.

In addition to these buffers, the applicant is proposing to undertake tree planting within and along the perimeter of the site and replace the 1.3 kilometres of species poor hedgerow to be removed with approximately 2 kilometres of species-rich hedgerow.

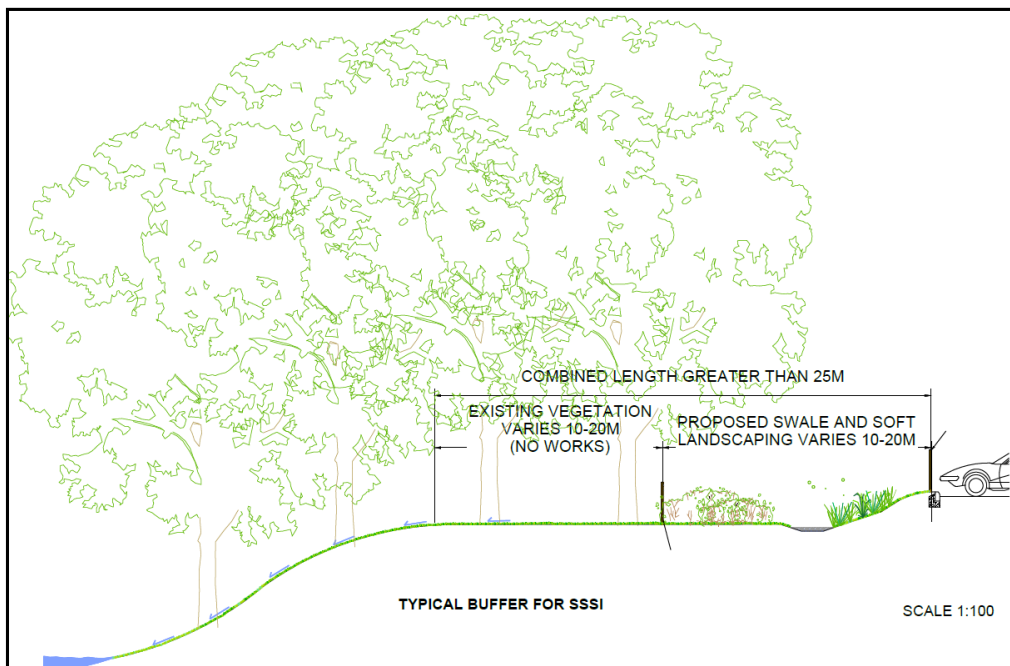
Trees – To facilitate the proposal the following trees are to be removed:

- 4 category B (moderate quality) trees
- part of two category B tree groups,
- 4 category (low quality) C trees,
- 20 category C tree groups.

Given the difficulties in capturing the precise number of trees in the groups to be felled the applicants have taken a precautionary approach and have decided to replace on a 3 for 1 basis, resulting in the planting of 102 individual trees within the site. Furthermore, 50 road-side trees would be planted along the A538.

Ecology and Nature Conservation – The applicants have undertaken a number of habitat surveys of the site in 2018 and 2019 in order to assess the ecological value of the site. These surveys comprised of an extended Phase 1 Habitat Survey and surveys for badgers, barns owls, bats and great crested newts. The findings of these surveys are outlined below:

Sites of Special Scientific Interest (SSSI) and Sites of Biological Interest (SBI) – Cotterill Clough SSSI and SBI sit to the west of the application site and given the landscaped buffer that is proposed there will be no physical incursion into both designated areas. The proposed swales do not outfall into the SSSI but into the landscaping that has already been provided by the applicant at the edge of the SSSI. The drainage has been designed to avoid erosion and is based on an approach signed off by Natural England in association with the development on the other side of the SSSI. A cross section of the swales is shown below:



Great Crested Newts – There is one pond within the site and three close to its southern boundary, all of which are known to be GCN breeding points. Eggs have been found in all four ponds and a number of GCN found during torchlight surveys in 2018. While it would be possible to physically retain the pond within the application site, the loss of the terrestrial habitat would isolate that pond and undoubtedly lead to the death or injury of the GCN in the future. To mitigate against the loss of the pond the applicant has submitted preliminary details of two replacement ponds to be located in the wooded area to the south of the car parking area. While their location is considered acceptable GMEU have requested that a condition be imposed requiring the submission of a detailed Method Statement.

Bats – The buildings, apart from Vicarage Cottages, and trees within the site were surveyed for the presence of bats. A further survey has been carried out and the results will be reported at the committee.

Cloughbank Farm consists of three buildings, A, B and C, and bats were recorded emerging from buildings A and C. No activity was recorded in building B. Building A has been classified as having a known roost, building B classified as having negligible potential to support roosting bats, while building C was classified as having high potential to support roosting bats.

The remaining building on site were also surveyed. Barns 1 and 2 are dilapidated and are both constructed from sheet metal and therefore have been classed as having negligible potential to support roosting bats. The site cabins were of pre-fabricated construction and no suitable cavities existed within them capable of supporting roosting bats and therefore these cabins have been classed as having negligible potential to support roosting bats.

A preliminary bat roost appraisal of two linear belts of trees which provide screening between the site and the Runway Visitor Park was undertaken. They were assessed as having negligible suitability to support roosting bats therefore no additional survey work or ecological watching brief for bats is required if these trees are to be removed. These recommendations are made based on the commencement of the works within a period of 24 months from October 2018.

Given the presence of bats with the Cloughbank Farm collection of buildings and the loss of existing landscaping and trees, the applicant is proposing to provide a 10 metres wide dark corridor of trees to aid bat access to the wider environment, i.e. the SSSI and SBI. This corridor would connect the extended buffer zone and SSSI/SBI and Cloughbank Farm. This would not only provide a suitable commuting/foraging corridor for bats but also provide suitable nesting habitat for birds.

Vicarage Cottages have also been surveyed for the presence of bats. No.1 Vicarage Cottage has no bats present or evidence of bats recorded. Due to a limited number of features on the roof of the cottage this building is classed as having low bat roost potential. Notwithstanding this a single additional survey is recommended, either a dusk emergence survey or dawn re-entry survey to establish whether bats have inhabited the property prior to demolition. In respect of nos. 2 to 4 Vicarage Cottages, again no bats were present or evidence of bats recorded. Notwithstanding this, due to number of external features these buildings are classed as having high bat roost potential and additional surveys are required. As requested by GMEU, the requirement to undertake these additional surveys will be conditioned.

Barn Owls – No evidence of barn owls was recorded in the three buildings of Cloughbank Farm. There was however evidence that barn owls had been present in the two barns, with barn 1 being classified as a potential nest site, though no nests were recorded. Vicarage Cottages have been surveyed for the presence of Barn Owls and it has been concluded that there is no potential for barn owls due to lack of access points into the cottages. Accordingly, no further survey work required.

Both of these barns are to be demolished, though this would take place outside of the barn owl nesting season. If nesting barn owls are discovered then an exclusion zone around the nest would be enforced. To mitigate against the loss of this potential nesting site a barn owl nesting box is proposed within the buffer zone. To encourage small mammals such as mice, voles and shrews to the buffer zone, species-rich grassland of local provenance containing species such as timothy, cock's foot, Yorkshire fog, fescues and bents, would be planted and managed to ensure the habitat remains suitable for barn owl prey.

Birds – Any vegetation to be cleared from the site would be controlled to limit any impact on nesting birds.

Badgers – No badger setts would be directly affected by the proposed development. The nearest sett to the site, an outlier sett, is within 100 metres of the site but given its location it would not be directly impacted by the proposed development and would not be subject to indirect impacts such as noise or vibration disturbance.

While it is acknowledged that further surveys of Vicarage Cottages are awaited, in respect of bats and barn owls, it is considered that the measured proposed above would ensure that any impact upon protected species is mitigated against.

Habitat Enhancement – The development would incorporate a number of elements designed to enhance the existing habitat, a number of which have been detailed previously in this report. To summarise, the applicant is proposing the following enhancements, all of which will be conditioned:

- Provide 10 metres wide bat corridor with sympathetic lighting, linking Cloughbank Farm to the SSSI and SBI.
- Provide two replacement great crested newt habitats in the wooded area to the south of the ca parking area.
- Plant a 15 and 25 metre wide buffer zone along the boundary of the site with the SSSI and SBI
- Undertake a 3 for 1 tree replacement programme.
- Provide suitable replacement accommodation for great crested newts
- Plant approximately 2 kilometre of species-rich hedgerow
- Provide a more biodiverse grassland area to encourage smaller mammal habitation.
- Ensure the landscape management plan is sympathetic to biodiversity requirements, e.g. less mowing.
- Introduce reed planting to swale.
- Add adjacent off-site areas of woodland/grassland into the management plan to improve quality/biodiversity

Air Quality – As the site is located in an Air Quality Management Area because NO₂ levels in the area exceed European Standards any potential impact upon air quality must be assessed.

While the proposal is introducing vehicle storage and car parking to an area where none previously existed, it is acknowledged that the proposal is relocating existing uses within the airport to this site and allows for a degree of growth. Accordingly, it is not considered that the proposed use would have a detrimental impact upon existing air quality levels.

Dust generated during construction and subsequent operation of the car park has the potential to impact upon the SSSI and SBI but is it considered that this can be controlled through appropriate mitigation measures and management of the car park.

Increased Airport Activity - The overall growth of the Airport to 30 million passengers, the extra flights, and the environmental impact, was considered as part of the permission for Runway 2. The preparation of the Core Strategy included consideration of airport expansion, to 45 million passengers, and this was found to be consistent with the Council's approach to sustainable development and climate change. As it is not considered that the development of the site as a bussing and motor transport service centre and car park would in itself generate an increase in aircraft movements over and above that already considered during the preparation of the Core Strategy, it is acknowledged that the proposal would not result in an increase in emissions associated with aircraft movements.

Impact upon the Highway Network – All vehicles using the site would access it via the proposed entrance off Wilmslow Old Road, which in turn is accessed off Gannet Way (a new access road which links Wilmslow Road/A538 and Wilmslow Old Road).

In terms of additional traffic movements, it is acknowledged that this proposal, when combined with the extant permissions on the World Logistic Hub, would bring the new junction close to its capacity and that future work would need to be undertaken to accommodate further expansion on both sides of the A538. However, as it stands, it is considered that the proposed level of vehicle movements would not have a detrimental impact upon the efficient operation of the highway network or impact upon the levels of pedestrian and highway safety enjoyed along Wilmslow Old Road and Sunbank Lane.

As requested by Highway Services a condition requiring the improvement of Pinfold Lane and Wilmslow Old Road would be attached to any consent granted.

Travel Planning – The provision of car parking at the airport is central to trying to reduce the number of vehicle movements associated with the airport's operation. Whilst the airport's surface access plan prioritises public transport and other sustainable means of access, the provision of a sufficient supply of reasonably priced car parking would attract customers who might ordinarily be dropped-off and picked up to park on-site and thereby reduce the number of vehicle movements on the highway (drop-off / pick-up four vehicle movements, parking on-site two vehicle movements).

Design - The proposed MT building would replace the existing facility that is currently being operated from Hangar 4 of the West Side Maintenance Area. The current structure has significant structural issues and is reaching the end of asset-life. The new MT building would be a 9.8m high steel structure and its design and materials would be similar to the service buildings found on the periphery of Manchester Airport.

The proposed CCTV cameras would be located throughout the site and sited on top of 8 metres high poles. Ninety-two lighting columns, at a maximum of 8 metres in height and 1 metres along the proposed 'bat corridor', would be installed throughout the site. The lighting would be of a flat glass LED specification, ensuring that there is no light spill above the horizontal plane and it is designed sensitively to avoid impacting the SSSI/ SBI, bat corridor and the listed building. A condition requiring the submission of details of the lighting columns is suggested.

Flood Risk and Drainage – The vehicle storage and car parking areas would be constructed using unbound granular material with a network of tarmac access roads. While the unbound granular material would aid in the absorption of any rainwater it is still necessary to control water run-off from the site as this naturally goes to the Cotterill Clough Brook. In order to control flows into the brook, a network of attenuation tanks underneath the unbound granular material are proposed. These tanks and the swale would control the water run-off rates into the brook.

While this approach is welcomed in principle, the Flood Risk Management team have requested that a more detailed drainage scheme be submitted via the use of a planning condition to demonstrate that the proposal would not result in increased instances of surface water flooding nor damage the brook.

Crime and Safety – The proposed car park has been designed to meet the Park Mark standard set by the Association of Chief Police Officers Safer Parking Scheme. This means that GMP would have to sign off the final design of the car park to ensure that it has measures in place to create a safe environment, including quality management, appropriate lighting, effective surveillance and a clean environment.

The applicant is proposing to install 2.4 metre high weld-mesh fencing around the perimeter of the site, as well as incorporate lighting and CCTV surveillance to ensure safe usage of the facility.

Given the above, and the fact that a condition requiring the applicants to achieve Park Mark accreditation is suggested, it is not considered that siting the car park in this location would lead to an increase in vehicle related crime.

Aerodrome Safeguarding – The suggested condition would be attached to any consent granted.

Public Rights of Way – No known public rights of way exist over the site.

Conclusion

It is acknowledged that there would be some impact upon the setting of Cloughbank Farm and that this proposal would see the loss of four houses. In addition, the development has the potential to impact upon Cotterill Clough and the existing ecological features in and around it. However, these impacts have been fully assessed and a set of mitigation measures are proposed which have been approved in principle by Greater Manchester Ecology Unit and Natural England. Furthermore, it is recognised that there is a need to relocate the services that currently exist on the main airport site (transport facilities) and provide car parking for customers, this would enable Manchester Airport to grow economically and remain competitive. It is also acknowledged that the Policy MA1 in the Core Strategy has allocated this site for such a use.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

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

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

- a) Drawing no. 60578226-MAN-CBB-DR-008 P1, stamped as received on 27th February 2019
- b) Drawing no. DR 007 P9, stamped as received on 29th May 2019
- c) Drawing no. CBB LL 101 P9, stamped as received on 29th May 2019
- d) Drawing no. CBB LL 102 P8, stamped as received on 29th May 2019
- e) Drawing no. MAN CBB SK LUX P3, stamped as received on 29th May 2019
- f) Drawing no. DR 05 101 P4, stamped as received on 7th February 2019
- g) Drawing no. DR 05 102 P3, stamped as received on 7th February 2019
- h) Drawing no. CBB EE 001 P8, stamped as received on 29th May 2019
- i) Drawing no. 403 A, stamped as received on 7th February 2019
- j) Drawing no. GA01, stamped as received on 7th February 2019
- k) Drawing entitled "location plan", stamped as received on 7th February 2019

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

3) With the exception of site clearance, no development shall commence until a detailed surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to the local planning authority for approval in writing. The surface water drainage scheme shall include a timetable for implementation and details of the future management and maintenance of the scheme.

Reason - To prevent the increased risk of flooding and ensure future maintenance of the surface water drainage system, pursuant to Policies DM1, EN8 and EN14 in the Manchester Core Strategy.

4) No development to take place until a Bird Hazard Management Plan has been submitted to and approved by the City Council as local planning authority. The development will take place in accordance with the approved Bird Hazard Management Plan at all times.

Reason – In the interests of aerodrome safety, pursuant to Policy DM2 in the Manchester Core Strategy.

5) Prior to the first use of the car park and installation of the following, samples and specifications of all materials to be used in the development, including lighting and CCTV columns and associated street furniture, shall have been first submitted to and approved in writing by the City Council as local planning authority. The development shall not be brought into use unless constructed utilising the approved material specifications.

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 Manchester Core Strategy.

6) Prior to the commencement of above ground works, a highway improvement scheme for Pinfold Lane and Wilmslow Old Road, including a timetable for implementation, shall be submitted to and approved by the City Council as local planning authority.

Reason - In the interests of pedestrian and highway safety, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

7) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, shall be implemented not later than 12 months from the date of commencement of works. 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.

8) Notwithstanding the details shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, no above ground works shall commence until a detailed landscaping scheme for the SSSI and SBI "buffer zone" has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development becomes operational. 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 Manchester Core Strategy.

9) Any trees or buildings to be removed to facilitate the scheme shall be inspected for the possible presence of bats prior to removal work commencing. A methodology for the surveying of Vicarage Cottages, based on the details contained within the AECOM letter stamped as received on 29th May 2019, shall be submitted to and approved by the City Council as local planning authority and thereafter undertaken in accordance with those approved details.

If bats are found to be present then all tree removal and demolition work shall cease and no further work shall proceed until a scheme to mitigate the impact on bats has been submitted to and approved in writing by the Council as local planning authority. Any such scheme shall be implemented in full in accordance with the approved details and a timetable agreed in writing by the Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

10) Prior to the commencement of the development hereby approved, a further inspection of the site for the presence of badger setts shall be submitted to and be approved by the City Council as local planning authority. If badger setts are discovered on the site a Method Statement shall be submitted giving details of the measures to be incorporated to avoid any possible harm to the badgers. The development shall then be carried out in accordance with the approved Method Statement.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

11) Prior to the commencement of the development hereby approved or any phase thereof, an ecology mitigation, maintenance and management scheme shall be submitted and approved by the City Council as local planning authority and implemented in accordance with the approved details:

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) Notwithstanding the information and details submitted by the applicant, stamped as received on 20th May 2019, prior to the development commencing, details of Great Crested Newt mitigation (showing at least two ponds and associated terrestrial habitat) shall be submitted to and approved by the City Council as local planning authority. The approved scheme shall be provided prior to any works taking place and thereafter retained.

Reason – To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

13) Details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Park Mark accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Park Mark accreditation.

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

14) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

15) 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.

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 Manchester Core Strategy (2012).

16) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

17) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy incorporated into the Planning Statement, stamped as received on 7th February 2019 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

18) No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction, including details of and position of any proposed cranes to be used on the site, a detailed programme of the works and risk assessments, has been submitted to, and approved in writing by the Local Planning Authority. The CMP shall provide for:-

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors;
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. construction and demolition methods to be used; including the use of cranes
6. the erection and maintenance of security hoarding;
7. measures to control the emission of dust and dirt during construction and;
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interests of highway safety, to safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances, pursuant to policies SP1 and DM1 in the Manchester Core Strategy.

19) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. details of construction and demolition waste management;
2. details of pollution prevention;
3. dust control measures during demolition;
4. details of any lighting scheme proposed during construction;
5. details of site access, working and safety zones, together with temporary fencing proposals for the site access and site perimeter.

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

20) The installation of lighting shall not commence until full details of the schemes of lighting required during construction and for the completed development have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme is to be designed so as not to conflict with any safeguarding criteria and shall specify that lighting is of flat glass, full cut off design with horizontal mountings and no light spill above the horizontal.

Reason - To ensure that the lighting does not confuse or distract pilots and Air Traffic Controllers in the vicinity of the aerodrome and to ensure the safe operation of aircraft, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and Policy DM2 in the Manchester Core Strategy.

21) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 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: 122638/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

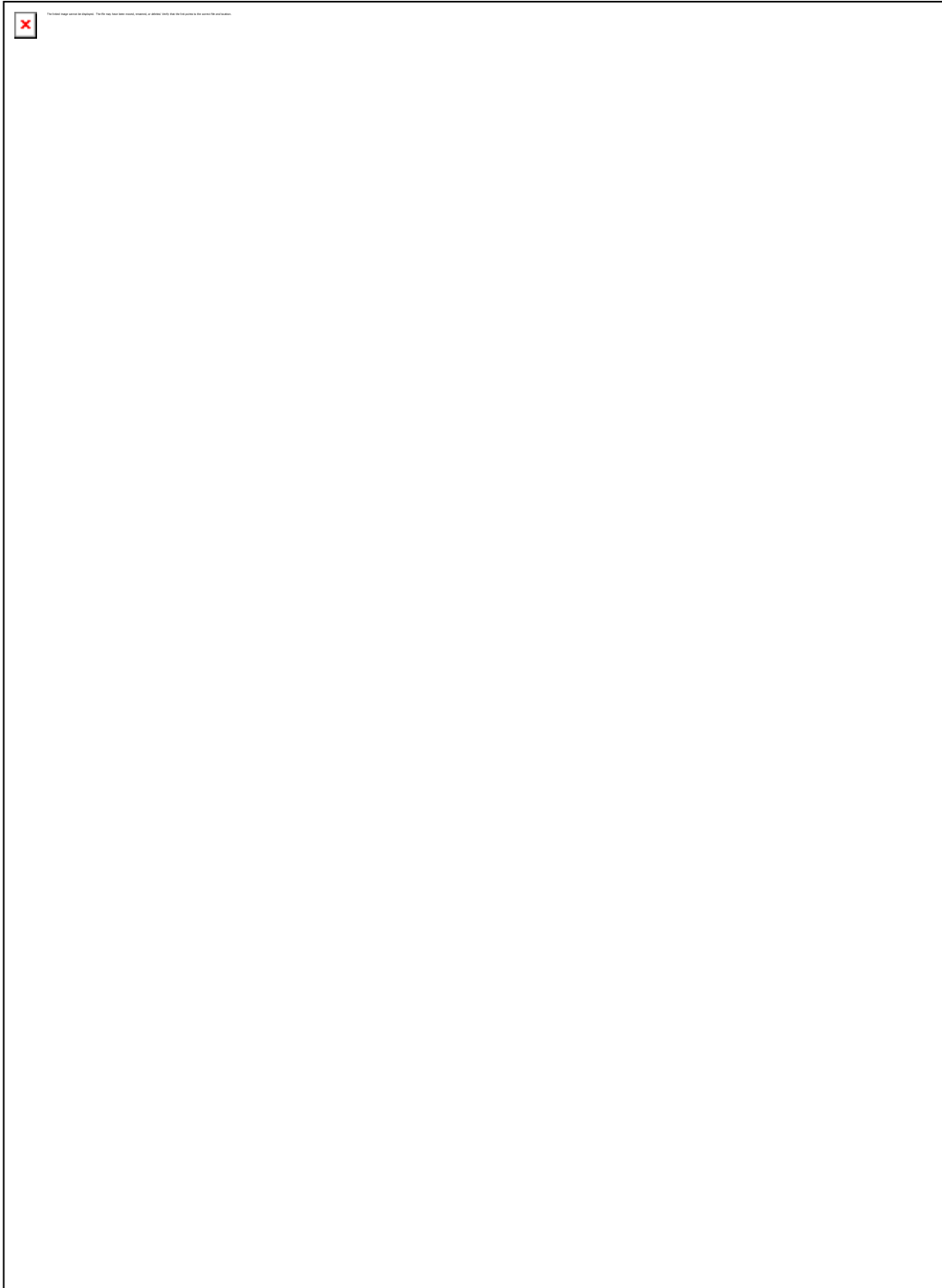
Manchester Airport Safeguarding Officer
 Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Natural England
 Greater Manchester Ecology Unit
 Trafford Council
 Cheshire East Council
 Ringway Parish Council

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

Representations were received from the following third parties:

Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Natural England
Greater Manchester Ecology Unit
Trafford Council

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
119100/FO/2018	5th Mar 2018	27th June 2019	Rusholme Ward

Proposal Erection of a part two, part three, part four and part five storey building to provide 8 ground floor A1 retail / A2 financial and professional services at ground floor and 35no. apartments above with associated access, parking and landscaping arrangements

Location Former Hardys Well Public House, 257 Wilmslow Road, Manchester, M14 5LN

Applicant Eamar Developments (UK) Ltd, C/o Agent

Agent Mr Tom Collins, nineteen47, Pure Offices, Lake View Drive, Sherwood Park, Nottingham, NG15 0DT

Description

Members will recall that at the Planning and Highways Committee meeting on 30 May 2019, the Committee resolved to approve the application.

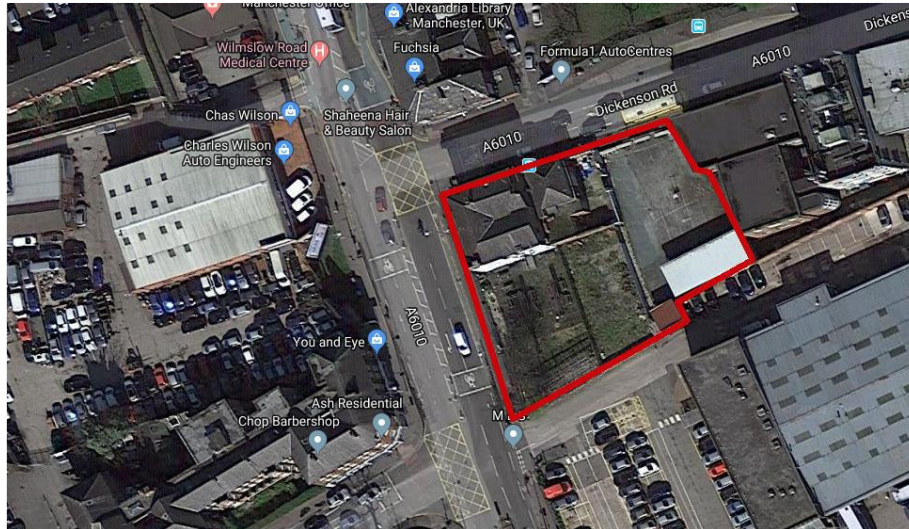
One of the Councillors who sat on Committee at that meeting, and who participated in the meeting, was no longer a member of the Committee as she had not been appointed at the full Council meeting on 16 May 2019. The Councillor in question had been a member of Planning Committee last year, and her name remained on the summons for the meeting on 30 May 2019 in error. This error did not come to light until after the meeting had concluded.

The item relating to Hardy's Well was closely contested, which was reflected in how the voting was split (six members voted for the grant of permission and 5 voted against). In accordance with standard practice, the votes of individual members are not currently recorded but, having made enquiries of those who attended Committee, it is considered to be likely that the balance of the vote on this matter would have been different had the member in question not been present or voted. Accordingly, it is considered that the decision on this matter is not sound and that this item should come back to the Committee for reconsideration and re-determination. The recommendation of approval remains unchanged.

The site lies on the east side of Wilmslow Road, to the south of the junction with Dickenson Road at the south end of Rusholme District Centre.

The site measuring 0.19 hectares comprises a vacant two storey public house known as Hardy's Well, the pub closed in July 2016. To the south of the public house fronting Wilmslow Road lies the former beer garden. To the rear of the building is a single storey extension and hard surfaced car parking area accessed from Dickenson Road.

The site is bounded by commercial premises to the north that front Wilmslow Road and residential to the north east, residential to the east on Dickenson Road, the former Bus Depot to the south and commercial premises to the west, such as Charles Wilson Garage. There are 7 trees within the site, 6 of which are protected trees to the south of the site in the former beer garden fronting Wilmslow Road.



Hardy's Well was well known as a pre-match drinking venue prior to Manchester City games at Maine Road and has Lemn Sissay's first piece of public poetry painted on the southern elevation. Whilst the building is not listed and is not located within a Conservation Area, it is considered to be a building of local interest and has clear historical value that contributes to the character of Rusholme District Centre in this location. The property was listed as an Asset of Community Value in 2015, it was removed from the register after it was sold in June 2017. The poem to the side elevation contributes to the cultural heritage of Rusholme District Centre.



The application that is submitted, as amended, retains the former Hardy's Well public house. A part three, part four storey extension would run to the south facing Wilmslow Road, the extension would be substantially setback to allow the Lemn Sissay's poem to remain and show deference to the historic building of local interest. The extension would be constructed utilising red brickwork, with contrasting brick soldier lintels and cills in blue glazed brick (taking a cue from the blue mosaic on the existing building), the windows would be aluminium with some structural glass to enclose balconies. The fourth floor would be setback further and be constructed using glass curtain walling with an aluminium finish to the eaves detail. At ground

floor there would be four A1/A2 units proposed with shop fronts with internal roller shutters and designated signage areas behind the glazing. The units would sit behind a landscaped courtyard in the location of the existing beer garden to be enclosed by railings similar to those currently in situ.

The former Hardy's Well building itself would be retained and refurbished (existing timber windows and the parapet with Hardy's sign would be refurbished), accommodating an A1 / A2 at ground floor with residential accommodation above.

To the Dickenson Road frontage there would be a further extension that would be part three storey and part four storey immediately adjoining the retained pub building replicating the scale and arrangement of the extensions to the Wilmslow Road frontage. The height of the extension would then increase to five storey in height as the building extends to the east, bringing the building to the same height as the building to the rear known as the Telephone Exchange. The use of materials for this extension would be consistent with the materials to the extension to the Wilmslow Road frontage.

Car parking would be provided in a ground and basement car park below the proposed building including manoeuvring space for smaller service vehicles and a secure room for cycle parking. Servicing for larger HGV's would be carried out from Dickenson Road. Bin stores for both the commercial and residential units would be provided by the access to the car park from Dickenson Road. A landscaped garden area would be provided for the benefit of the occupiers of the residential units at first floor level.

The applicant has confirmed that they will be building out the site and retaining ownership of the whole building.

History

In 2015 the car park to the rear was utilised for a hand car wash operation during the day following an appeal against the refusal of application reference 106476/FU/2014/S1 for the change of use of part of pub car park to hand car-wash and erection of a canopy.

This application was originally submitted in March 2018 for the erection of a six storey building to provide 903 sq. m A1 retail floor space at ground floor and 62 no. apartments above with associated access, parking and landscaping arrangements. The application as originally submitted was not supported and has seen an exchange of a number of sets of revised plans in order to address concerns expressed. Revised plans were reconsulted upon in January 2019.

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 of the application is set out at the end of this report.

Local Members - We have held further consultations with our residents on the revised planning submission for this very prominent site.

The major changes that have been secured - enabling the original Birch Villa structure to be retained and reducing the number of flats very significantly to 35 - are widely and warmly welcomed, as is the retention of a paved patio area with trees to the side of the Villa on the Wilmslow frontage of the site.

However, the development of the site as proposed continues to raise very serious concerns. Of these we want to focus on four key issues.

1. The critical mismatch between the ambitions of the proposed development - to provide 35 flats each with on-site parking in the double basement parking and the actual location of the Hardy's Well site.

This is a corner site positioned alongside two very busy traffic light junctions, at Dickenson Rd/ Wilmslow Rd and Wilmslow Rd/ Platt Lane, and has a bus-stop on Dickenson Rd immediately adjacent to the designated roller-shutter controlled entryway to the basement car parking. Wilmslow Rd is a major artery into the City Centre. The Dickenson Rd now carries a much heavier east-west traffic flow circumventing the bus gate on Oxford Rd.

Cars seeking to exit and either join or cross queueing traffic, and cars queueing to enter or to turn across traffic to enter, will clearly exacerbate the congestion on both Dickenson and Wilmslow roads, especially in peak periods. As will servicing vehicles for the retail units and refuse management vehicles - it is not clear that there is space for them to enter into the site in its current layout.

Given the strong public transport provision along Wilmslow Rd, wouldn't development on this site be ideally suited for flats marketed for modern residents wanting to walk, cycle and use public transport, thus saving the costs involved in the deep excavation required for on-site parking, and enabling more affordable accommodation to be provided of the kind our Ward needs?

2. Retail over-development, with 8 units planned: how are these to be serviced? where are customers to park?

3. The lack of any communal area for the flats residents, and potentially available for community use: wouldn't it be appropriate for at least part of the ground floor of the original Birch Villa / Hardy's Well to be designated for social use as a communal space.

4. The lack of any Section 106 funding for local / public amenities. Such funding could, in particular, provide for a zebra-crossing further along Dickenson Rd where local parents and children cross to and from St James Primary School.

Resident comments

18 objections have been received from 17 separate addresses in relation to the revised scheme that is the subject of this report. The comments are as follows:

- Changes are welcomed, however the scheme has some way to go.
- Given the strong public transport provision along the Wilmslow Rd, wouldn't development on this site be ideally suited for flats marketed for modern residents wanting to walk, cycle and use public transport, thus saving the costs involved in the deep excavation required for on-site parking (which would be disruptive during construction), and enabling more affordable accommodation to be provided. The proposal are not compliant with policy T2, which aims at promoting walking, cycling and use of public transport. Development of a car park was allowed at Rusholme Gardens and the Council need to be consistent.
- Parking in Rusholme is at 'crisis point,' any plans must not add to the horrendous problem. Traffic is at a standstill and the noise and exhaust fumes are a health risk. Visuals submitted with the application do not convey the traffic situation.
- Ingress / egress to/from the car park will create serious congestion around Dickenson Road / Wilmslow Road junction.
- How are the retail units to be serviced? Where are customers to park?
- Refuse strategy does not look to be addressed properly, a layby for refuse/service vehicles should be introduced.
- Why is there a need for further units when there are empty units in the centre.
- Lack of communal space within the development for residents / lack of recreational space for bicycles and prams to be accommodated with public seating.
- Lack of Section 106 for local / public amenities such as a crossing on Dickenson Road
- Do not agree with the Heritage Statement that the building is a heritage asset of limited significance. The pub should be kept separate from the rest of the development so that it stands out.
- Mosaic facades should be restored
- Density of development is too high
- Are the changes in levels between the existing building and additions feasible?
- The scheme will bring traffic chaos, during construction, associated with access and servicing complicated by the presence of a bus route and bus stop
- The development does not offer parking for electronic vehicles
- The construction would adversely impact upon the movement of mobility scooters
- Concrete covering over drained land would cause flooding, which will impact upon the movement of mobility scooters.
- There should be community use included in the scheme as the property is an Asset of Community Value.
- Is it safe to dig down into the ground to create a basement car park and cause structural damage to surrounding houses? Where are the emergency access points?

Rusholme & Fallowfield Civic Society - Although this amended application is a great improvement on the original one, there are still several areas of concern that we have. Specifically,

1. There is no new application form, that describes the lowering of flats from 62 to 35, or the increase in residents/traders' parking spaces. This information can be gleaned from the Rubbish document and the floor plans, but it should be clearer.
2. As a result it is not clear whether these new flats will be for sale or rent.
3. There is no new "affordable housing" statement.
4. There is no traffic management plan.

Positive comments:

- a) Welcome the reduction in number of apartments and the fact that they all have N,

S or W facing windows

- b) Like the fact that Hardy's Well pub is retained in its entirety
- c) Like the community outdoor space, which is now South facing (rather than boxed in with much less light as the previous application)

However:

- a) Feel that vehicle access into and out of the building is still a major problem. Dickenson Rd is an extremely congested road. During construction access will be very difficult; following construction there will need to be very regular access for rubbish and maintenance vehicles and delivery vans/bicycles at all times of day; in addition to residents' own cars
- b) Are concerned at the inclusion of car parking in the scheme. Development is close to excellent public transport links and a segregated cycle lane. The Council aims to limit car driving as much as possible, to prevent CO2 emissions; therefore this would seem an admirable scheme to be built and marketed especially to "people without cars"
- c) If there were no car parking facilities provided on site the cost of the development would drop greatly, which would enable the flats to be much cheaper
- d) If there were no car parking facilities provided on site, the construction time would be much shorter and the impact on Dickenson Road users much less.
- e) Encouraging car owners to rent/buy these properties encourages yet more cars - visitors and families with more than one vehicle. These would need to park in the available streets around, which is already a serious problem.
- f) Unconvinced about the need for shops on the ground level. The RDC retail area is struggling, with shops everywhere attempting to be turned into restaurants or fast food place (with the exception of the barbers). And the commercial sense of this area finished quite clearly before Dickenson Rd, and thereafter becomes residential. It would be preferable to perhaps add community facilities instead of retail - a community centre room, a launderette, the rubbish bin storage, bicycle storage, delivery and maintenance vehicle access. An additional flat could be located in the ground floor of the old pub.

Consider that the amended planning application is still contrary to a number of Manchester City Council's adopted planning policies.

Core Strategy - Policy SP1 Spatial Principles. This policy requires that development in all parts of the City should:- Make a positive contribution to neighbourhoods of choice including:- creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents. The siting of the access to and from the proposed development will still introduce significant risks to the safety of pedestrians, cyclists and motorists using the busy A6010 Dickenson Road.

Core Strategy - Policy H1 Overall Housing Provision. This policy states that Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. This proposal is in the Inner Area in Central Manchester, and proposes a density of 35 units in 0.19 hectares. This is a density of 175 units per hectare. This represents a significant over-development of the site.

Core Strategy - Policy H1 Overall Housing Provision (contd). This policy also

requires that the design and density of a scheme should contribute to the character of the local area and be designed to give privacy to both its residents and neighbours.

The footprint and density of this proposal does not contribute to the design principles that are characteristic of the nearby multi-storey buildings - Platt and Worsley Courts. The amenity space provided is very overlooked. The development has not been designed to give privacy to both its residents and neighbours. Also, the proposal does not address the future deficiencies in physical infrastructure likely to arise from the requirement for up to 35 vehicles, plus service and delivery vehicles.

Core Strategy - Policy C2 District Centres. This policy states that Development will support thriving district centres. This development proposal will result in significant additional capacity in the RDC. There is little need for additional retail units, and this development might result in older units remaining vacant and thereby affect the vitality and viability of the existing units in the district centre.

Core Strategy - Policy C5 Central Manchester District Centres - There is further capacity for approximately 3,000 square metres of convenience and 1,500 square metres comparison retail development in the area up to 2027. Additional floorspace will be delivered in Hulme and Longsight, whilst more moderate provision is expected in Rusholme. Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provided in other centres, including Hulme and Fallowfield. The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors.

This proposal includes 903 square metres of A1 - Shops Net Tradable Area. The same developer has another site in development at the northern end of the RDC that will introduce 1030 square metres of A1, A2 and A3. Taken together, this is not "moderate provision" in the RDC.

Core Strategy - Policy C10 Leisure and the Evening Economy This policy states: New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted.

The RDC is expressly excluded from MCC's Hot Food Takeaway Supplementary Planning Documents March 2017, so it is possible that the use of some or all of the units could be changed to A3 or A5 and become part the night-time economy, with all the problems that are already generated by such premises in the RDC, including transient noise, inconsiderate parking, litter and fly-tipping.

Core Strategy - Policy T1 Sustainable Transport. This development proposal seems to prioritise car-owning residents.

Core Strategy - Policy T2 Accessible Areas of Opportunity and Need. The proposal does not meet the minimum standards in Appendix B, nor does the application include a proportionate Traffic Impact Assessment, given that there are likely to be access issues during the construction phase and when the building is occupied.

Core Strategy - Policy EN2 Tall Buildings Proposals. It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and

deliverable. This is a relatively tall building incorporating two storeys underground. The applicant must demonstrate that the proposal is viable and deliverable - and that it is possible for the building construction activities to be managed on such a relatively small plot situated on such a busy corner. The developer has another site in development at the northern end of the RDC. This development is taking a very long time to complete and has necessitated the closing of the adjacent public road, Banff Road, for many months.

Core Strategy - Policies EN4 - EN9 Carbon Emissions/Climate Change/Green Infrastructure etc. The applicant seems to be seeking to maximise the revenue-generating capacity of the site, and this might be at the cost of sustainability. The application is for a residential development of 10 or more units, Policy EN 6 requires an energy statement to be submitted as part of the Design and Access Statement. This statement doesn't seem to have been supplied. Also, in Policy EN 9, MCC encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. The development proposal in its current form has too little regard for this set of policies.

Core Strategy - Policy EN19 Waste. This Policy states that MCC will Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met... Encourage communities to take responsibility for the waste they create through the provision of accessible facilities. The applicant's waste management plan does not show how both construction and demolition waste will be minimised; or location plans showing the proposed collection point and the route the collection vehicle will take.

With respect to the Council's Saved UDP:

Citywide Development Control Policies - DC6. Housing On "Backland" Sites
DC6.1 The Council will not normally grant consent for residential development on "backland" sites, that is, sites with limited access to a road because they are surrounded by housing or other uses. DC6.2 b. access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining dwellings. During the construction period, access and parking arrangements for works vehicles are likely to significantly increase noise and disturbance for occupiers of adjoining dwellings.

f. the proposed and existing dwellings retain adequate levels of private amenity space;

All the tests set out in the policy would be applied before planning permission could be considered.

Consider that the amended planning application is still contrary to a number of Manchester City Council's adopted planning policies. On this basis, we request that the planning department determines/recommends refusal of the application in its current form. That said, we are very open to proposals to bring this key Rusholme District Centre (RDC) plot into use, and would welcome a few remaining changes from the developer for more a sympathetic development that is in line with MCC's planning policies.

When the above points are taken into consideration, this planning proposal appears to be demonstrably contrary to a number of the Council's stated planning policies. The Council must, therefore, refuse planning permission.

Moon Grove Residents Association -

Vehicular access to the premises would appear only to consider provision for the tenants to access the basement parking. This access is on Dickenson Road and very close to the traffic lights that manage access into Wilmslow Road.

The Dickenson Road and Wilmslow Road junction is normally busy and the planning application would appear to wholly disregard this matter.

The slightest traffic problem adjacent to the traffic lights at this junction rapidly causes congestion and tailbacks particularly on Dickenson Road.

Where will delivery vehicles park, when delivering goods and services to the commercial premises in this development?

Internet shopping is very much normal household behaviour - the tenants of the 35 apartments will expect their parcels to be delivered to their homes, Where will white van drivers considerately park their vehicles?

Both commercial and residential tenants will need their waste to be collected, several different times a week. How will large bin lorries access the yard to collect large commercial bins?

How will residential tenants access the basement if they drive from Wilmslow Road into Dickenson Road, as they queue to turn right across the westerly heading traffic then other vehicles behind them will block Wilmslow Road as a tailback develops.

At present the tailbacks along Dickenson Road can reach Wallace Avenue, this often means that residents of Stanley Avenue, Moon Grove and Wallace Avenue have in difficulty in leaving their street by car, (all three are cul-de-sac).

One further consequence of this situation is that cars are already using Hall Road and Birch Grove as 'Rat-runs', this will bound to become a serious problem if no further consideration is given to this potential problem.

The only practical remedy is to remove one of the retail units adjoining the proposed vehicle access point on Dickenson Road and the apartment above, together with providing a yard at this point the enlarged access will make a substantially improved and safer development.

Platt Claremont Residents Association – Any comments received will be reported to Committee.

Manchester Civic Society - Manchester Civic Society objects to this proposal, although they welcome the improvements made so far to the original scheme.

Hardy's Well was listed as an [Asset of Community Value](#) in 2015 as a result of an application by the [Rusholme and Fallowfield Civic Society](#). The existing facade is a Non-Designated Heritage Asset. They do not agree with the Heritage statement that Hardy's Well is 'a heritage asset of limited significance'.

The parapet to the northern, western and eastern elevations has mosaic tiled signage which formerly read 'Birch Villa' but has more recently been painted over once the building became known as Hardy's Well in the later 20th century. This attractive signage originally comprised gold and blue tiling.

The southern elevation contains a poem by Lemn Sissay, commissioned for the site by Andy Pye, the then landlord of the pub, in the mid 1990s. Mr Sissay, MBE, is now the current Chancellor of Manchester University.

Retention and restoration of fabric - The interior still contains attractive original windows, some stained glass, some leaded lights, together with some mahogany fittings.

Manchester Civic Society disagrees with the proposal in the Heritage statement that the 'removal of fixtures and fittings will result in the loss of historic fabric considered to be of some limited aesthetic and historic value but the level of harm is minimal'. Believe that the windows and mahogany fittings should be retained, even if they are moved within the building. The mosaic facades should be restored and paint removed to reveal their original glory.

Density - The density proposed here, of 175 units per hectare is far too high for the locality. Policy H1 (Overall Housing Provision) envisages around 40 units per hectare for a site such as this. The proposal represents a significant over-development of the site.

Communal Value - Although the developer states that '*the building is considered to be of limited communal value due to its longevity of use as a public house, serving the population of Rusholme village and gradually expanding, reflecting the suburbanisation and population expansion of the area*' we disagree. Even now, it is a handsome element of the street scene of both Wilmslow Road and Dickenson Road and much loved by the multitudes who, over many decades, have travelled past it from the south into the city centre along the popular bus route to the city.

Inadequate documentation of amendments - It is difficult for a layman to assess from the limited information provided how the levels between the original buildings and the proposed additions can be resolved. Are they feasible?

Unnecessary retail and food outlets - This development is at the southern end of the 'Curry Mile' replete with shops, some vacant. There is no need for a mixed development of shops and residential here.

Manchester Civic society sees these amendments as an improvement on what had previously been floated. Whilst we welcome the improvements made so far, they still have some way to go.

Highway Services – Following specific issues being raised further comments have been provided from Highways, as follows:

The existing access point from Dickenson Road is to be retained. This entrance is set at an appropriate distance away from the Wilmslow Road/ Dickenson Road junction, providing in excess of 10m. Highways accept that this provides appropriate visibility for vehicles accessing/ egressing the site.

The applicant has scaled back the current proposals, reducing the number of units considerably and therefore decreasing the number of vehicles associated with the site.

Whilst it is acknowledged that queue lengths are considerable particularly during the morning and evening peak periods, vehicles accessing the site are unlikely to cause any significant impact. Highways have insisted that there is an appropriate stacking distance provided from Dickenson Road to the proposed roller shutters to ensure that vehicles do not block the carriageway.

Keep Clear markings could be considered adjacent to the entrance to maintain access for vehicles entering/ exiting onto Dickenson Road. Amendments to the existing Traffic Regulation Orders could also be considered, both of which could form an off-site highways works condition.

Residential servicing requirements are proposed on-street as large service vehicles cannot manoeuvre internally given the compact site layout. Highways accept that the frequency of residential waste collection is minimal and when taken outside of peak commuter periods, is unlikely to cause any network implications. All further servicing, including that for the commercial units can be accommodated within the internal site. This should be clearly stated within a Servicing Management Strategy and be conditioned to any future consent.

Neighbourhood Team Leader (Arboriculture) - The proposal is to remove T1, T2, T3, T4, T5 and T6 which are all protected by a Tree Preservation Order.

The trees are in a prominent position on Wilmslow Road and should be a consideration in this development and therefore they object to the proposals for this site from an arboricultural perspective.

Environmental Health – Recommend conditions with regards to delivery hours, opening hours of the commercial premises, acoustic insulation, construction management, Refuse, Air Quality, Contaminated Land and External Equipment Insulation.

Greater Manchester Police - Recommend that a condition is put in place to ensure that development takes place in accordance with recommendations of the Crime Impact Statement.

Greater Manchester Ecology Unit – Have no objections to the application on ecological grounds.

MCC Flood Risk Management – Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Manchester Conservation Areas and Historic Building Panel - The Panel noted that the Hardy's Well building is of good quality Italianate style and the drawings do not convey its quality. They welcomed its retention.

The Panel would like to see a thorough restoration of the elevations including all of the original windows and return them back to traditional style sliding sashes. The Panel noted a metal window and leaded windows at the side and said that these should be retained and repaired.

The Panel would also like to see the restoration of all original features such as the mosaic / tiles and any other detailing including railings.

The Panel queried the floor level and how they worked with both buildings and noted that the floors seemed to cut through the windows of the existing building which would have a detrimental effect on the elevations.

The Panel noted a level of discrepancy between the drawings which was of concern and suggested a lack of rigour.

The Panel would like to see a much better junction between the existing and new buildings. They suggested that the existing single storey building should be retained as it is a good part of the building and would provide a good link between the two.

The Panel noted that the design looked as if a large section had been taken out of the 5 storey building in an abrupt way.

The Panel noted that there may have been a preference to bring the development forward to reinstate the buildings at the back of pavement and that artwork on the gable end should not dictate good urban design. They stated that this would also have the benefit of removing the area of landscaping to the forecourt that currently looked poorly designed. The Panel stated that if this area is to remain to the front then it should either have residential behind at ground level with this area as amenity space for the residents with a good boundary treatment, or it should be a high quality landscape scheme again with a good boundary to prevent parking.

The Panel questioned the viability of retail units to Wilmslow Road and noted that the floor to ceiling heights in these units would not provide enough flexibility for a variety of commercial uses.

The Panel noted that the massing wasn't ideal but could be a lot worse. They observed the roof overhang as being an awkward feature lacking in substance and suggested a true parapet detail that would give longevity.

The Panel noted that the vertical blue brickwork didn't connect well with the base and its use needs to be carefully handled.

The Panel noted that there was a lack of consistency in the drawings and there needed to be clarity over what was happening with the floors and levels.

The Panel would like to see advertising giving proper consideration.

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 SP1, H1, H5, H8, C2, C5, EN1, EN3, EN4, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2 and DM1.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City’s Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes. The proposals incorporate apartments. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H5 – Central Manchester Housing Policy. Central Manchester, over the lifetime of the Core Strategy, will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed use schemes. The development proposals would accord with policy H5 of the Core Strategy.

Policy H8 – Affordable Housing. Policy states that affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development would not be above the site size threshold but would be above the unit number threshold.

A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme cannot support affordable housing. This issue is discussed in more detail below.

Policy C2 – District Centres. The proposal would contribute to the vitality and viability of Rusholme District Centre through the provision of employment and housing and efficient use of land positively contributing towards regeneration.

Policy C5 – Central Manchester District Centres. The policy states that additional retail development will be supported in Rusholme that complements the distinct commercial character of the District Centre. The improvement of the quality of the environment in Rusholme is a priority to help retain and attract shoppers and visitors. This application proposes a complementary commercial offer that would improve the environment.

Policy EN1 - Design Principles and Strategic Character Areas. The site currently has a building on site with a façade that has historic architectural features. The proposal involves the retention of this structure, the extensions to the building would be of a good quality design, and would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN3 – Heritage. The proposal would have an impact on a building of local interest. This is discussed in more detail later in the report.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping to a roof terrace.

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

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment is considered to have an acceptable impact upon ecology.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport.

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.

Policy T1 - Sustainable Transport. The development incorporates electronic vehicle charging points for 3 vehicles. There would be 100% cycle parking provision. It is noted that there is 100% car parking for the residential element of the development, however there is a notable on street parking pressure in this locality and it is considered that the scheme does encourage a modal shift away from car travel to more sustainable alternatives.

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

Policy 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.

Saved UDP Policies

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.

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

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that 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. Within this context paragraph 110 states that 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.

Paragraph 117 indicates 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. Including giving 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.

Paragraph 127 confirms that 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; 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 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the

development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

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 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 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.

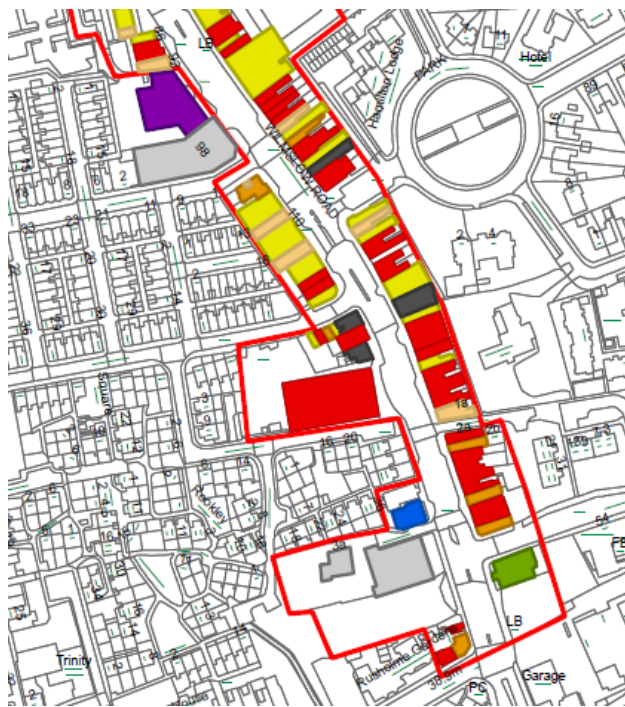
Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

The principle of the proposed development

The principle of a mixed A1 retail and A2 financial and professional services offer in this location is acceptable as the site is located at the southernmost tip of Rusholme District Centre. Until a recent alteration to the Use Classes Order the existing public house on the site could have been converted to an A1 use without the benefit of a further application for planning permission.

Policies C2 and C5 of the Core Strategy support development that provides complementary employment and housing uses whilst using land efficiently, regenerating the District Centre, improving the environment and supporting vitality and viability. Concerns have been raised with regards to the need for the commercial floor space in this location, however the site is located within the Rusholme District Centre and is identified in the adopted Core Strategy as an appropriate location for mixed use development. The amount of floor space for A1 use (retail shops) and A2 use (financial and professional services) is approximately 900 sqm which is considered to be an appropriate level of provision to support the vitality and viability of the District Centre. This scheme is therefore considered to contribute positively towards achieving the objectives set out within the adopted development plan policies.



Map showing extent of southern extent of Rusholme District Centre including the site of the former Hardy's Well

The proposals would provide for 35 accessible, sustainably located residential units brought forward as part of a mixed use development that accord with the standards set out in the residential quality guide in accordance with the aspirations of policies H1 (Housing) and H5 (Housing in Central Manchester) of the Core Strategy.

Density

Comments have been received stating that a density of 35 units in 0.19 hectare is inappropriate representing overdevelopment of the site. Policy H5 states that high density housing will be permitted within or adjacent to the Regional Centre (Hulme and Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed use schemes. The National Planning Policy Framework states that planning policies and decisions should support development that makes efficient use of land.

Affordable Housing

Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. 20% is used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision.

The level of affordable housing required should reflect the type and size of the development and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

Should a viability assessment demonstrate that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing, or provide a lower proportion, a variation in the mix of affordable housing, or a lower commuted sum. Examples of these circumstances are set out in part 4 of the Policy H8.

The application proposes 35 apartments for private rent. The proposal would redevelop a brownfield site and create active street frontages in a prominent position. It would be a quality scheme in terms, of its appearance and would comply with the Residential Quality Guidance. It also delivers a significant component of commercial space whilst maintaining a building of local interest that affects the overall viability of the scheme. All these matters have an impact on the scheme's overall viability.

A viability report that has been assessed and verified by the Council, demonstrates that it is not possible to provide a contribution towards affordable housing in this instance. This is based on a site value of £1,038,012. Construction costs are £5,410,417 with total costs at £6,575,560.81. Based on the inputs and outputs this would lead to a residual land value of -£1,123,576 equating to a -13.6% deficit for the development, however, the developer has set out that whilst they are making a loss on this site they believe the development is deliverable, as it is intended for the applicant to retain ownership, with revenue to be collected as rent from tenants over a very long-term period.

The Council's modelling of the viability suggested that the construction cost would be broadly similar as the cost of converting the old building will be substantial. However, some appropriate adjustments have been made to the other inputs such as rental values, yields and the Base Land Value, The result being a marginally negative profit figure albeit improved from that communicated in the viability assessment submitted.

An argument was put forward by objectors that if the basement car park is omitted then this would bring the development into the realms of profitability that could contribute towards making the apartments proposed more affordable. The applicant has provided the figures for the development without the basement car parking and the development would still not be able to support a contribution for affordable housing. The residual land value without the construction of the car park would be -£926,232. However, it must be noted that the submitted scheme includes the car park and this is the scheme which is required to be assessed.

The figures above clearly demonstrate that the scheme is not viable, but that the developer believes that the scheme is deliverable as a long-term investment.

The viability report has been tested by the Council and it has been agreed that it would not be possible for the development to make provision on site or a financial contribution towards offsite affordable housing without undermining viability.

The applicant has agreed to enter into a legal agreement which will include a provision for a reconciliation which would require a contribution to be paid if values change at an agreed point, there would also be provision for a future review

mechanism so if the residential units are to be retained as a rented scheme or are changed from rented to sale at a future date.

Highway Safety

The access for the proposed development would remain in the same location as the historic access to the public house car park. The roller shuttered entrance to the car park would be operated by remote activation.

A number of the objections raised focussed on concerns related to the proximity of the access/egress of the proposed development to the junction of Wilmslow Road with Dickenson Road. The junction has become busier in recent history as people adjust to the new highway arrangements with regards to the Oxford Road bus corridor. The applicant submitted a Transport Statement to accompany the application and provided further information with regards to tracking to satisfy questions raised by Highways. The number of trips generated by a development of 35 residential units with 8 small scale commercial units is not forecast to place any undue additional pressure upon the highway network.

This same access was used in 2015 for hand car wash use for park of the car parking area for the public house. In the appeal inspector's decision notice she stated:

'A number of concerns have been raised regarding highway and pedestrian safety issues that may result from the scheme. However, I note that there is no objection to the scheme from the Highway Engineer. In the light of this, and observations made during my site visit, I am satisfied that the existing highway network would be able to cope with any additional traffic movements created by the proposed development, and that the proposal could operate in a way that would not be detrimental to highway or pedestrian safety.'

The use as a hand car wash placed more pressure upon the highway in this location than the proposed development would.

A request has been made for payments for offsite contributions towards the costs of a pedestrian crossing on Dickenson Road. However, given that the development would not place significant pressure on the highway network and would not be generating a significant increase in the local population in this location it is not considered that the obligation could be substantiated. Any requirement to mitigate harm must be proportionate to the harm caused and in this case it would not be reasonable to require mitigation through the provision of a crossing. It must also be noted that the use as a public house had the potential to generate significant numbers of pedestrian movements.

Car Parking

The National Planning Policy Framework and the policies of the Core Strategy do place emphasis on sustainable development in locations that are well served by public transport asking that developers support a modal shift away from reliance of

the car. The development proposals provide 36 spaces within a ground and basement car park.

The 36 spaces would be provided for the 35 residential units proposed. They would include for disabled car parking and would provide 3 No. electronic vehicle charging points.

No car parking facilities are provided for the staff or for visitors to the proposed A1 / A2 ground floor uses. Given the location in a District Centre location this is considered to be acceptable.

There is a localised parking issue in Rusholme associated with the use of the centre and car parking associated with the nearby hospitals that has been expressed in a number of the objections received.

It has been raised that planning permission was granted for the development of a car parking area adjacent to flats to the opposite side of Wilmslow Road known as Rusholme Gardens. Planning permission was granted on the grounds that land to the rear of the existing flats (which was largely occupied by outbuildings used for the storage of appliances) was improved, involving the demolition of outbuildings and laid out for car parking for the use of the flats.

The level of car parking provision is appropriate for the scheme having regards to the particular circumstances of this site. The car parking has been provided to serve the residential use to minimise the likelihood of additional parking on nearby residential streets that are suffering from an on-street parking problem.

Cycle Parking

Cycle Parking has been provided within the secure basement parking area for 42 spaces (35 units and provision for the staff of the commercial units), development is located in a sustainable location with regards to cycle travel being located adjacent to the enhanced Oxford Road cycle network. It is considered that the level of provision is acceptable.

Servicing

Servicing for larger vehicles is proposed from the kerbside along Dickenson Road (as was previously the case with the servicing for the former public house) with smaller vehicles servicing internally within the site's curtilage. Highways consider this to be acceptable on this occasion given that Dickenson Road comprises two-lanes and the servicing requirement is anticipated to be minimal. This arrangement is common place in the District Centre.

It is recommended that a Servicing Management Plan be conditioned to any approval of the application, in order to manage all deliveries associated with the various units and allow for effective scheduling of servicing vehicles accessing the site.

Refuse

Refuse collection is to take place weekly by private waste contractor, with dedicated refuse storage areas) for both the residential units and commercial units provided within the site, located near the service stair and corridor adjacent to the car park entrance area. It would be the responsibility of the residents and the commercial operators to place the bins at the collection point on Dickenson Road and return bins to the store following collection. There is adequate space within each of the apartments to accommodate recycling facilities within the kitchen, residents on upper floors have access to a lift to convey waste to the refuse store. A waste management strategy has been submitted to accompany the application that Environmental Health have confirmed provides sufficient capacity for both residential and commercial bin storage (including appropriate levels of bins for separated waste).

Residential – 0.43m² has been provided per apartment for container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually. There will be containers for glass, cans, paper and general waste.

Commercial – 4 x 1100 general waste, 1 x 1100 pulpable recycling, 1 x 1100 mixed recycling, 1 x 1100 food waste, 1 x 1100 industrial waste

The City Council acknowledge that waste management in Rusholme District Centre has caused difficulties and as such a condition is recommended that the bin storage accords with the information submitted.

Heritage

The application was accompanied by a Built Heritage Impact Assessment prepared by Cotswold Archaeology. The former Hardy's Well was named after Hardy's Brewery and was formerly known as Birch Villa, which has existed on site since 1837. The building was extended in the early 20th Century with a large single storey function room to the rear with an extension to the cellar following the ground floor footprint. A new internal stair was also inserted and there was an internal remodelling. Internally much of the earlier spatial layout was lost as the requirements for larger spaces resulted in the opening up of the ground floor bar area. The building is said to have undergone significant internal alteration which greatly limits its heritage interest. Mahogany and stained glass features have been relocated from their original positions.



The significance of the building is said to lie in its architectural and historic interest as an example of a prominent but decoratively restrained Victorian public house situated on the main road into Manchester from the south. The statement shows cognisance that the late 20th Century poem by Lemn Sissay is important.

An objector has been critical of the report in that it states that there is minimal harm to a heritage asset of limited significance. The building is, in fact, recognised as a heritage asset in the document submitted by the applicant. It is a building of local interest that the developer has been encouraged to retain in its entirety since earlier iterations of plans submitted. To address concerns that had been expressed about the levels internally and how the scheme would be fitted out, the applicants have confirmed in writing that the existing first floor timber structure within Hardy's Well will be retained as existing in its existing location and that existing windows on Wilmslow Road and Dickenson Road would be replaced with traditional sliding sash timber windows.

Paragraph 197 of the National Planning Policy Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an 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.

Following amendments to the application, it is considered that the scheme will cause minimal harm to the building and will secure its long term retention as a part of a redevelopment scheme that would provide regeneration benefits to the area. A condition is recommended for a schedule of works to the building to ensure that features of merit (stained glass windows / decorative tile panels) noted within the heritage assessment are maintained or reutilised.

Asset of Community Value

The former Hardy's Well Public House was registered as an Asset of Community Value in 2015, however it was removed from the register after it was sold in June 2017.

Urban Design

With regard to the Manchester Conservation Areas and Historic Building Panel's comments about the setback of the extension to Wilmslow Road, it would usually be the case, that buildings sit to the back of footpath to replicate the local pattern of development. Setbacks in the street scene often create areas for anti-social behaviour to occur and there is an issue with incidents of anti-social behaviour in this location as evidenced by the information contained within the Crime Impact Statement.

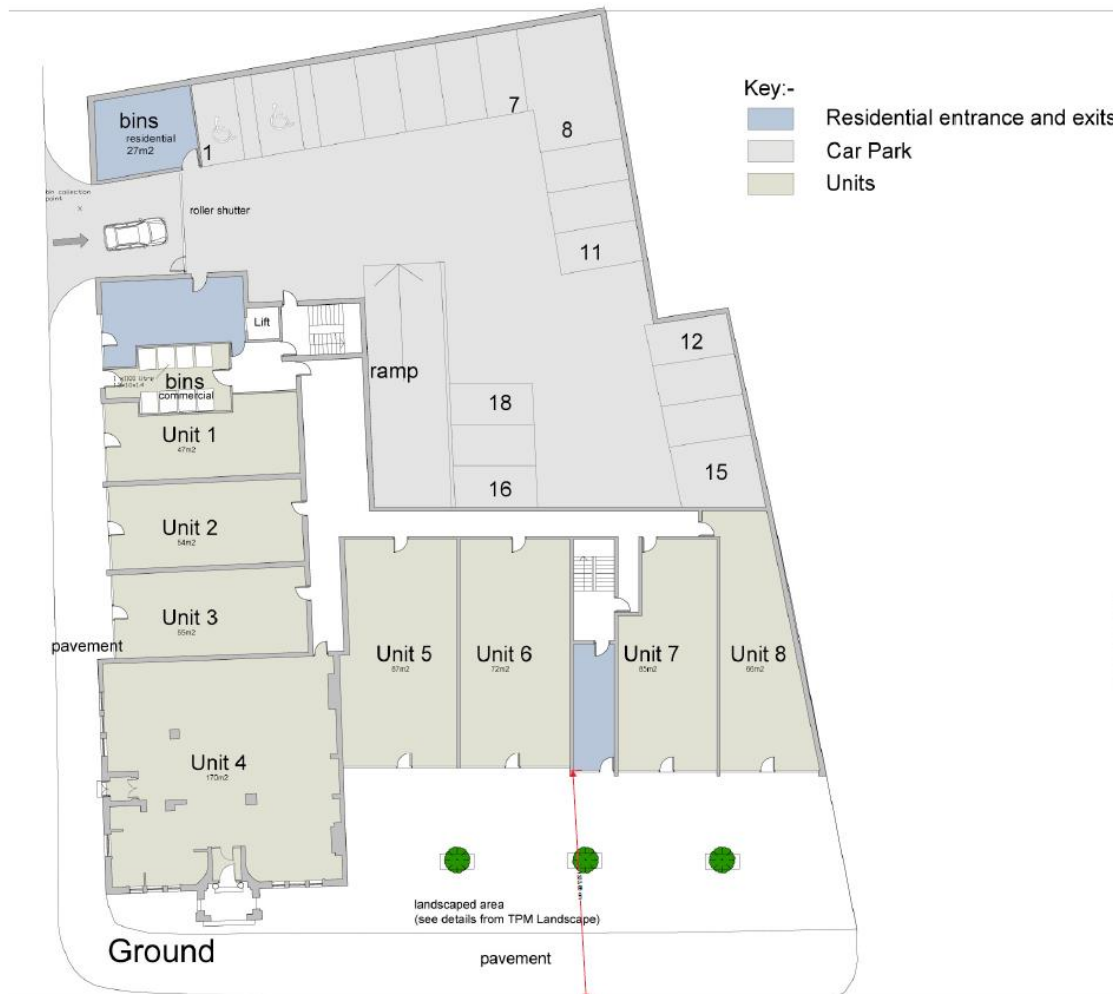
The driver behind the setback is to pay respect to the historic and local interest of the former Hardy's Well public house and to try to retain the poem to the southern elevation of the building. The earlier submitted plans showed a six storey building that subsumed the former Hardy's Well and had a glazed atrium to the Wilmslow

Road which offered views through the poem on the southern elevation, however, this was not considered to provide adequate views through to the poem.

Greater Manchester Police provided a Crime Impact Statement to assess the creation of this setback, they are satisfied subject to the incorporation of internal roller shutters and maintenance of visual openness of the courtyard created to the Wilmslow Road frontage. The landscaping plan submitted shows a conservation type flag to the site frontage enclosed by a wall with railings atop with planted areas within conservation edging behind. Three extra heavy standard 4 – 6m street trees would have canopy of a sufficient height to maintain views into the courtyard area.



Layout plan showing the Wilmslow Road frontage site layout



Proposed ground floor layout plan

In street scene terms with regards to Wilmslow Road it is considered that the significant setback maintains the former Hardy’s Well as the focal feature to the corner of Wilmslow Road and Dickenson Road. There is a currently a gap between the former Hardy’s Well and the former First Bus depot where the beer garden was (although records indicate that a structure covered this land until 1989, in 1908 a large marquee was erected to house comedy shows, this was then used as a car works from 1951 until 1989). A condition is recommended to prevent any inappropriate structures from being placed on this land.



Wilmslow Road frontage

In street scene terms the impacts of the proposals upon Dickenson Road can be seen in the image below. It is considered that the back of pavement proposals would significantly improve the current street scene, which sees the entrance to a car park which has been utilised as a hand car wash and has recently had unauthorised storage of containers. The scale of the proposals is considered to be acceptable having regards to the height of the property immediately to the east.



Dickenson Road/Wilmslow Road junction view

Amenity Space and Green Infrastructure

The proposals include a substantial first floor amenity space for the 35 residential units proposed. This would include lawned areas, feature paving, areas for seating, one sheltered and the planting of 11 trees.



First Floor outdoor amenity space

A number of the apartments have balconies to provide further amenity spaces. It is therefore considered that having regard to the on-site provision and the proximity to Platt Field Park, the development would be adequately catered for with regards to amenity provision.

The 7 trees to be removed, 6 of which are protected are defined by the arboricultural survey to be category C trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.

The proposed three trees to the landscaped courtyard to the Wilmslow Road frontage would be extra heavy standard 4 – 6m street trees added to the 11 trees proposed to the amenity space, this would provide 14 trees for 7 poor quality trees to be removed. The loss of trees would be justified by the need for housing and commercial development as part of an appropriate mixed use development in a District Centre location.

Sustainability

The agent has stated that the building is designed to be environmentally friendly with reduced energy usage and heat losses to be better than the current Building Regulation standards. Natural ventilation will be via opening windows and some mechanical ventilation to kitchens and bathrooms be designed to be energy efficient. A condition has been attached to secure compliance with this commitment.

Air Quality

The scheme proposed would be located in a sustainable location and provides for 42 cycle parking spaces and 3 No. electric charging points. The scheme itself would provide for only a further 35 residential units and 8 small scale commercial units and the amount of traffic associated with such a development is not considered to be substantial. Subject to the requirement of appropriate controls through a Construction Management Plan, it is considered that the proposals would have an acceptable impact upon air quality.

Accessibility

The apartments will be accessible as the ground floor units will have level access and the upper floor are accessible through the provision of a lift. 2 No. disabled car parking spaces have been provided within the ground floor car parking spaces.

Residential Amenity

The extensions to the existing Hardy's Well building would be setback significantly from the Wilmslow Road frontage and would be additionally separated by a four lane carriageway with significant footways to either side from property to the west at Charles Wilson garages and to the commercial parade turning the corner with Platt Lane. The proposals would have no impact with regards to loss of light or overlooking due to the separation distances involved which are estimated to be 31m. The existing building to be retained would be some 25m from property to the west.

To the north lies the gable of No 255 Wilmslow Road, which turns the corner onto Dickenson Road at the end of a terrace of commercial properties. There are four first floor windows that appear to provide light to a first floor office, that look towards the development site. At this point the building would be maintained at 2 storey in height, although the extension down Dickenson Road would increase in height to part three, part four and part five storey development to the back of footpath separated by c. 15m. It is not considered that the proposals would have such any undue impact on these windows as would warrant the refusal of consent.

Further down Dickenson Road the development would be opposite an MOT centre which is set back behind a deep forecourt and the gable of a house which is setback, has no windows and is screened by dense tree planting. It is not considered that the development proposals would have any impact on light availability or with regards to overlooking in this location.

To the eastern boundary lies the two storey blank gable of the telephone exchange building. The five storey extension in this location would not have any impact upon the amenity of the adjoining building. The telephone exchange building rises further to the east and has three windows facing towards the development proposals, however given their orientation and the separation distance proposed of 13m it is not considered that these windows would be adversely impacted upon. There are windows to the west elevation of a projection to the rear of the telephone exchange building that would be predominantly looking out upon the first floor roof terrace proposed. To ensure that privacy is retained to the outdoor amenity space and to neighbouring sites it is considered necessary that a privacy screen be installed along

the outer boundary of this amenity space. An appropriately worded condition is proposed for these details to be approved.

To the south the site adjoins a former bus depot which has a large surface area car park to the Wilmslow Road frontage. The office building which is setback significantly in the site does have 9 windows at first floor to the north elevation, the building is away from the shared boundary by 10m and the proposals in this location, oriented to the north, would be predominantly one storey with the landscaped terrace on top.

There are two windows proposed to the south elevation of the proposed extension to the Wilmslow Road frontage for a first and second floor bedroom. These would need to be obscurely glazed to protect the amenity of the residents of the proposed building.

The windows to the rear of the Dickenson Road extension would be significantly separated from property boundary to the south (by 14 – 22m) with the rooftop terrace and its tree planting in the intervening distance to prevent there being any overlooking from the south facing windows proposed.

It is considered that the proposals would not adversely impact upon residential amenity with regards to overlooking or loss of light subject to the imposition of the condition with regards to two windows as detailed above.

Noise

It is anticipated that the main sources of noise would be related to traffic noise given the sites location adjacent Wilmslow Road and Dickenson Road and from activity associated with the commercial uses in Rusholme District Centre and adjacent sites.

The application proposals have been assessed by Environmental Health officers who have recommended the imposition of appropriate planning conditions to ensure that residential and commercial accommodation are appropriately insulated and that the hours of the ground floor commercial units are to be agreed prior to their first use then the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Permitted Development

The 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.

The applicant has indicated that the proposed residential properties may be sold or rented in the future. It is therefore considered necessary that a condition be attached to any approval for the submission and approval of a residential management strategy to provide details of how properties in the development would be managed.

In addition it is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a

HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's.

Quality Residential Guidance

There would be 10 No. 1 bed apartments, 21 No. 2 bed apartments and 4 No. 3 bed apartments. They would all meet the space standards set out in the quality residential guidance.

Conclusion

The scheme proposed would provide housing of a good standard and employment in Rusholme. The site is currently not being used efficiently and the development proposals would deliver regeneration benefits that would contribute positively to the vitality and viability and environment of Rusholme District Centre. The scale and massing of the development as amended that retains the former Hardy's Well public house, which is a building of local interest, responds to the site specific context and has regard to its relationship to neighbouring properties.

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

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

Recommendation MINDED TO APPROVE subject to the signing of a legal agreement which will include a provision for a reconciliation, which would require a contribution to be paid if values change at an agreed point, there would also be provision for a future review mechanism so if the residential units are to be retained as a rented scheme or are changed from rented to sale at a future date.

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. The proposal is considered to be acceptable and has been determined in a timely manner.

Conditions to be attached to the decision

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

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

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

Site Location Plan (F05-EA-03A)
 Existing Block Plan (F05-EA-01A)
 Existing Ground Floor (F05-EA-S-01)
 Existing First Floor (F05-EA-S-02)
 Existing Basement (F05-EA-S-03)
 Existing Elevations (F05-EA-S-04)
 Existing Elevations (F05-EA-S-05)
 Proposed Basement (F05-EA-07H)
 Proposed Ground Floor (F05-EA-5 Rev J)
 Proposed First Floor (F05-EA-8 Rev K)
 Proposed Second Floor (F05-EA-9 Rev K)
 Proposed Third Floor (F05-EA-12 Rev D)
 Proposed Fourth Floor (F05-EA-21 Rev B)
 Proposed Landscape Layout (2922-102 Rev F)
 Proposed Elevations (F05-EA-10 Rev M)
 Proposed Elevations Dickenson Road (F05-EA-13 Rev J)
 Proposed Elevations / Courtyard Sections (F05/EA/14 Rev L)
 Proposed South Facing Side Elevation (F05/EA/15 Rev F)
 Swept Path Analysis 2070-SP01 Rev B
 Proposed wall abutments between existing and proposed junctions (F/05/EA/22 Rev A)
 Section Details at 1:20 Secret Gutters, Balconies and Handrail and Curtain Walling and Parapet (F05/EA/23 Rev A)
 Proposed Wilmslow Road Elevation indicating new boundary wall, fence and gate (F05/EA/25)
 Arboricultural Survey
 Transport Statement
 Bat and Ecology Survey
 Affordable Housing / Viability Statement
 Design and Access Statement
 Heritage Impact Assessment
 Drainage Statement
 Phase 1 Geo-Environmental Desk Study
 Waste Management Strategy proforma
 Crime Impact Statement reference 2007/0956/CIS/01

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 reference 2007/0956/CIS/01.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. Notwithstanding the information submitted, no development shall commence prior to the submission of further details with regards to the sustainability performance of the development proposed. The development hereby approved shall only be carried out in accordance with measures detailed in the submitted sustainability performance information submitted.

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).

6. 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.

7. 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.

8. 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.

9. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

10. Notwithstanding the approved plans within three months of the commencement of development details of the hard and soft landscaping scheme for the site shall be submitted and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of

the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

11. Prior to first occupation of the development the cycle parking shall be implemented in full and made available for use. The approved scheme shall remain available for use whilst the development is occupied.

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

12. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

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

13. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Dickenson Road and Wilmslow Road 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 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}

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

14. 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 L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (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.

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

15. Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

16. The waste management arrangements shall be carried out in accordance with the Waste Management Strategy received by the City Council. The approved details shall then be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall

be submitted to and approved in writing by the City Council as local planning authority.

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.

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

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

19. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In 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.

20. Prior to the first occupation of the development hereby approved, a detailed servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy, including, shall be implemented and be in place prior to the first occupation of the student accommodation and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing 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).

21. Prior to the commencement of the development a detailed construction /demolition management plan and outlining working practices during

development shall be submitted to and approved in writing by the local planning authority. 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, EN15, EN19 and DM1 of the Manchester Core Strategy.

22. Prior to occupation of the commercial premises a schedule of the proposed opening hours shall be submitted in writing to the local planning authority for consideration.

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

23. The landscaped courtyard in front of the commercial units fronting Wilmslow Road shall be kept clear of any obstruction. No structures shall be erected at any time to maintain the openness of the frontage.

Reason – In the interests of visual amenity and to reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

24. 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).

25. a). Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation 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 6 months of the first occupation of the development, a Local Labour Proposal 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. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

26. Notwithstanding the details as set out in condition 2 above a Schedule of Works for the retained former Hardy's Well Public House building shall be submitted for approval.

Reason - In the interests of visual amenity and because the proposed works affect a building which is of historic interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies EN3 of the Core Strategy.

27. No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the apartments hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and

re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

29. The window to the south elevation of the proposed building to bedrooms in apartment 9 and 22 should be obscurely glazed. The window shall be obscure glazed to a specification of no less than 5 of the Pilkington scale and shall be retained at all times thereafter.

Reason - In the interests of residential amenity and to ensure a satisfactory development, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30. Prior to the first use of the first floor outdoor private amenity space a scheme for the provision of a privacy screen to its eastern and southern boundaries shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be installed prior to the first use of the space and shall be retained in perpetuity thereafter.

Reason – In the interests of privacy of the users of the outdoor amenity space and to reduce the opportunities for overlooking adjacent properties pursuant to policy DM1 of the Core Strategy.

31. Prior to the first occupation of the development hereby approved full details of the ongoing maintenance and management of all the soft and hard landscaping approved under condition 10 of this approval shall be submitted to and approved in writing by the City Council as local planning authority. The approved landscaping shall be managed and maintained in accordance with the agreed details thereafter.

Reason – To ensure that the approved hard and soft landscaping scheme for public and private amenity areas is appropriately managed and maintained pursuant to policy DM1 and EN9 of the adopted Core Strategy.

32. Prior to the first use of the residential element of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

Reason – In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families

pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

33. The commercial premises, can be occupied as A1 and A2. The first use of each of the commercial units to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

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

34. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, 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:

Keep Clear markings adjacent to the entrance to maintain access for vehicles entering / exiting onto Dickenson Road, including any amendments to existing Traffic Regulation Orders.

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

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

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: 119100/FO/2018 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.

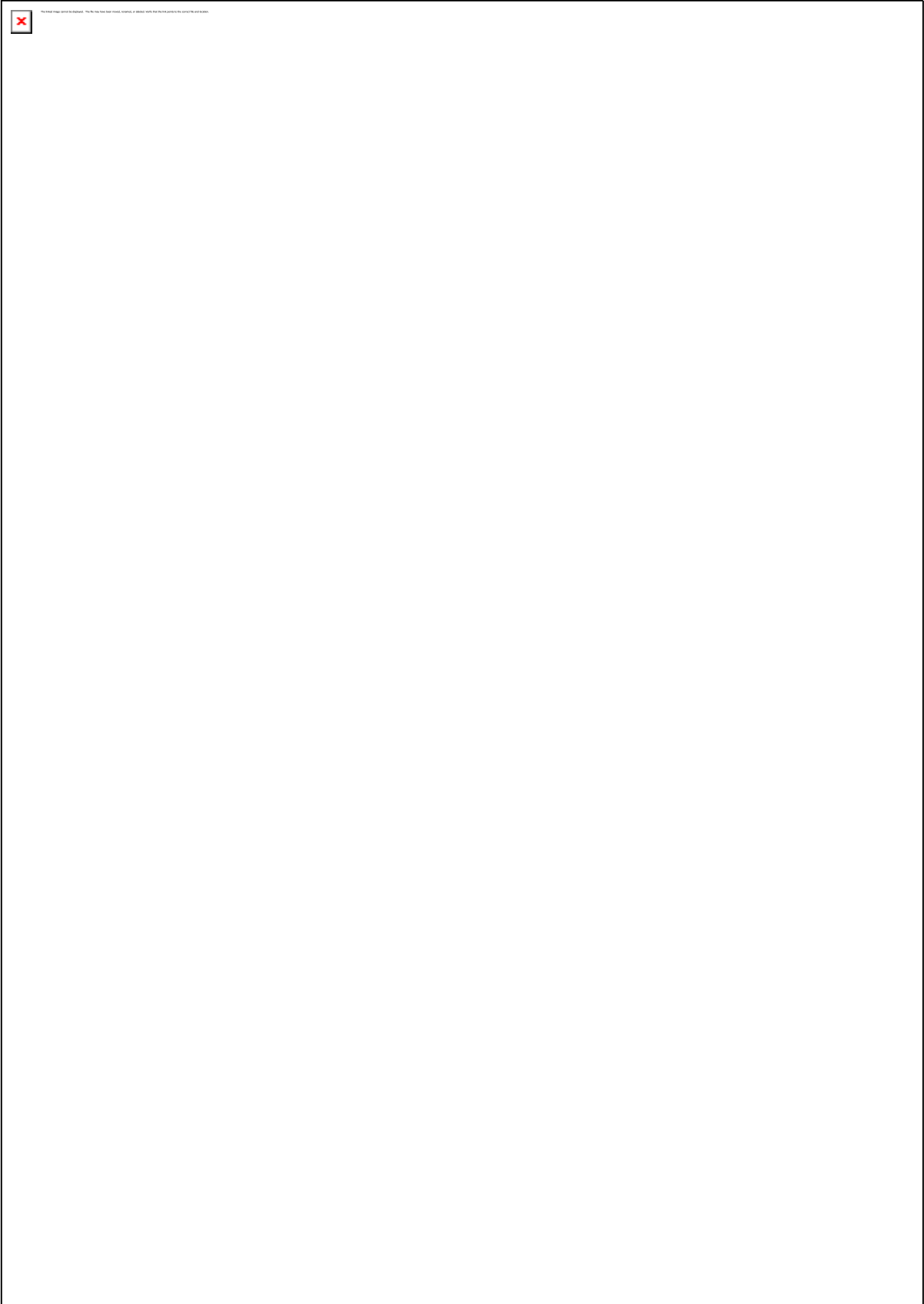
The following residents, businesses and other third parties in the area were consulted/notified on the application:



Highway Services
Neighbourhood Team Leader (Arboriculture)
Environmental Health
Corporate Property
Greater Manchester Police

Greater Manchester Ecology Unit
Flood Risk Management
Rusholme & Fallowfield Civic Society
Moon Grove Residents Association
Platt Claremont Residents Association

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 : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123274/FO/2019	8th Apr 2019	27 th June 2019	Rusholme Ward

Proposal Erection of a 2 storey teaching block and re-arrangement of the associated car park

Location Xaverian College , Lower Park Road, Manchester, M14 5RB

Applicant Mr S Channell , Xaverian College, Lower Park Road, Manchester, M14 5RB

Agent Ms T Croghan, Pozzoni Architects, Woodville House, 2 Woodville Road, Altrincham, WA14 2FH

Background

The applicant has provided supporting information relating to the background to the application development and the educational establishment that the proposals relate to.

Xaverian College is an open-access inner city Roman Catholic Sixth Form College, established in 1977, with the student cohort almost entirely full-time aged 16 to 19. The College is two miles south of the city centre in Rusholme in the Diocese of Salford. The College draws from a diverse community, and 65% of its students are from disadvantaged areas. In relation to disadvantage uplift, the College receives additional funding in recognition of the specific needs of 53% of its cohort. Currently, approximately 25% of students qualify for bursary / free school meals. 70% of the Colleges students are from the City of Manchester.

The college is an Outstanding Grade 1 (OFSTED) college with 2,298 FTE students and is a Beacon College recognised nationally for its expertise and good practice and chosen to support improvement within the whole sector. The College celebrates high success in students achieving high grades in both A-Level subjects and applied courses. This is particularly significant given that a large number of students enter the college with a lower than average points score. The number on roll has and continues to increase and due to this the College urgently needs new and improved teaching spaces.

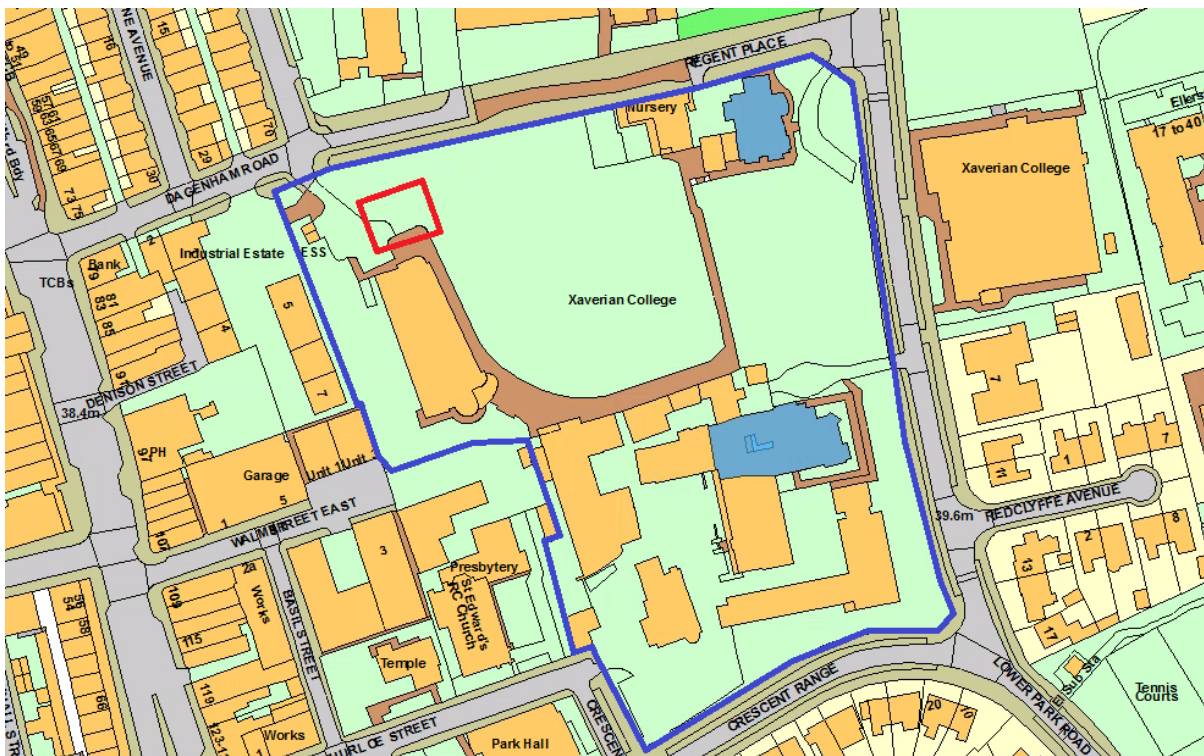
The student population in September 2017 was 2,298. This has necessitated maximising the utilisation of timetabled spaces, loss of some support spaces due to their conversion to teaching purposes and use of the poorer quality accommodation.

The College's projections indicate by 2024, based on current demand, the college will have increased by 177 places. The last 5 years the College has grown by 14.7% and expects (in line with recognised demographic upward movement in 16-19 age group) to increase numbers year on year moving forward. It is indicated that the College is now at capacity and without additional building work the College will be unable to meet the educational provision demands of the increasing local demographic.

To address this need for additional teaching space the College initially approached the City Council with proposals to demolish the 'Sunbury' building located on the campus and replacement with a building to provide the additional required accommodation. This approach would have resulted in the loss of a historic building on the campus and within the Victoria Park Conservation Area, albeit a non-listed building, and at this point the College was invited to review other options on the campus either through extensions or replacements of non-historic buildings on the campus. Following this feasibility process proposals for a new build option have been developed by the College and are now present in the proposals subject of this current planning application.

Description of site

The application site forms part of Xaverian College campus which is located in the Rusholme ward of Manchester. The College occupies a mix of new and converted buildings focussed around an open area green space. Many of the older buildings are former residential villas which have been converted and extended to accommodate educational use. The application site lies on the western boundary of the campus and the Victoria Park Conservation Area and has an access from the end of Dagenham Road, this part of the College campus contains the listed buildings known as Marylands and Firwood which have both been converted for educational use in the past. Marylands lies to the east of the application site beyond the open area of green space whilst Firwood is to the south and east again across the open space, both buildings are Grade II Listed.



Xaverian College Campus edged in blue; approximate location of proposed building is edged in red; Grade II Listed Firwood building is the building shaded blue to the south and Grade II Listed Maryland building is shaded blue to the north adjacent Regent Place

The northern boundary of the campus in this location is formed by a high brick wall with mature boundary trees, behind. Regent Place which is beyond the campus boundary provides limited vehicular access to the properties to the north before changing to a pedestrian only route and again forming a highway as it meets Lower Park Road to the east.

To the north and west of the application site along Dagenham Road are residential streets comprising two storey red brick back of pavement terraced properties whilst to the immediate west of the site are industrial and commercial uses leading on to the commercial centre of Rusholme district centre. To the north of the site and Regent Place is the University of Manchester Victoria Park campus halls of residence which comprise a collection of buildings ranging in dates and styles arranged around the grade II listed Hulme Hall.

The application site currently comprises car parking for the College and part of the open green space within this area of the site.



View looking north east towards Maryland across the open space in the foreground



View of Maryland from Regent Place looking westwards

The application proposals

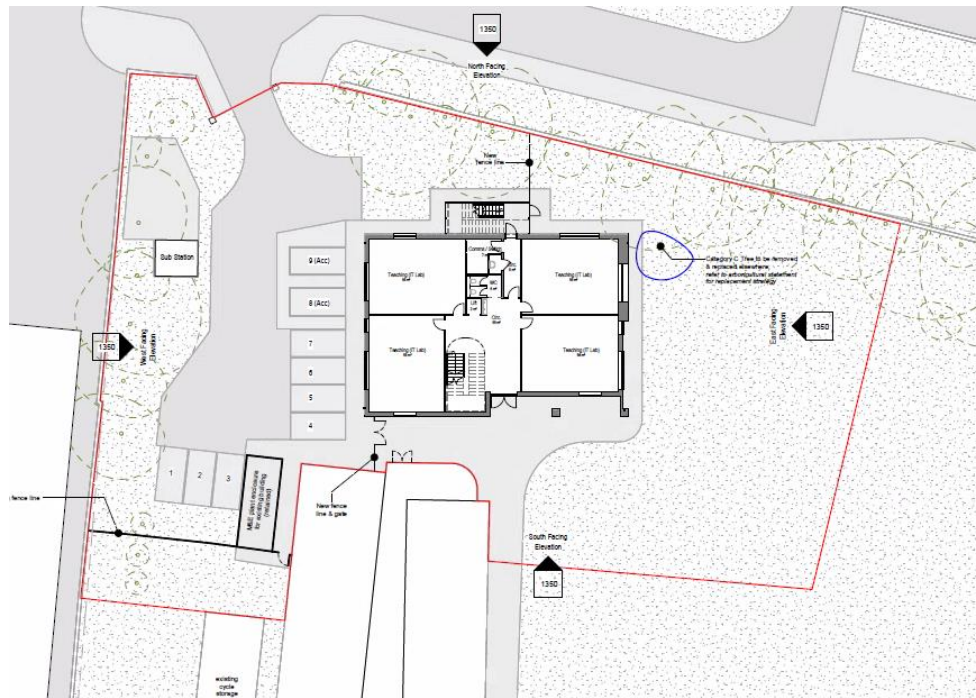
In response to the Colleges need for additional teaching space the application proposals are for the erection of a two-storey flat roof building comprising 8 no. classrooms over two floors served by staircase and a platform lift enabling the building to be fully accessible. The building is located to the north of the Mayfield building but is lower in height to this more recent building on the college campus, the main entrance is centrally located on the southern elevation facing towards Mayfield. The external finish of the building is proposed to be red brick with feature brick detailing, with grey aluminium window frames providing significant glazed areas to the classrooms and affording views on the eastern elevation across the open space on the campus. The external emergency staircase on the northern elevation is to be screened by a perforated metal finish.



CGI of the east elevation of the proposed building (the building to the left is the representation of the height and scale of the adjacent Mayfield building)

Both the height and choice of materials reflect the adjacent Mayfield building attempting to ensure a consistent built form overlooking the open space that forms a focal point to the campus.

Externally the proposals include the re-provision of the car parking including accessible spaces. As a result of the development one category C tree would need to be removed, and one tree on the site has been found to be in a poor condition (category U) and should be removed irrespective of the application proposals. The applicant has indicated that a replacement tree of a 'Heavy Standard' would be planted as part of the development as a replacement. The boundary trees on the northern boundary of the site are to be retained, a supporting arboricultural method statement has been submitted by the applicant and is discussed further in the issues section of this report.



Proposed ground floor plan and site context of the proposed building

Consultations

In accordance with the statutory requirements for advertising the type of application submitted the application was subject to site notice, advertisement in the Manchester Evening News and notification of 234 addresses within the vicinity of the application site 19 responses were received, and a summary of the comments received is set out below.

Ward members

Councillor Ahmed Ali and Councillor Rabnawaz Akbar - Whilst acknowledging the requirement for a new teaching block is understood they have indicated that they support the objections of residents to the chosen location of the proposed new teaching block. The objections centre on two significant grounds both relating to the Victoria Park Conservation Area. It is vital that the new teaching building contributes to sustaining the heritage aspects and visual amenity of the Victoria Park Conservation Area, and of the two listed buildings, Firwood and Marylands, on the Colleges main site.

Yet in analysing how the teaching block, its design, and the location chosen for it will impact on these listed buildings and their settings, and impact on the visual character of the area, and in determining the impact of the new teaching block as being 'neutral', the applicants heritage assessment seems to draw on quite limited materials. What it seems to concentrate on is the views out from these listed buildings.

Significantly this analysis does not engage with perceived openness, which is a key characteristic of the Victoria Park Conservation Area. In particular the view from the NW gateway (Dagenham Road/Regent Place) is not integrated into the visual impact assessment provided. The photographs and drawings shown in the assessment show very clearly a stark contrast between the way in which the existing teaching

block in this part of the site was designed to create a framed view across to the listed building, whilst the proposed new 2 storey building will completely intrude on and block out this framed view.

Secondly, large mature trees are an integral feature of the Victoria Park Conservation Area. The arboricultural survey and impact assessment makes clear that the location chosen for the new teaching block will impinge on the root protection area of 5 major class A and class B trees alongside Regent place. This seems an unacceptable level of risk for this mature row of trees, which is such a prominent feature within the Conservation Area.

On both of these grounds we support resident's calls for a rethinking of the location of the College's new teaching block.

Residents comments

- Damage to the existing trees which will result in loss of Grade A species the building should be relocated away from their roots;
- Loss of key views at Victoria Park Conservation Area, especially at the corner of Dagenham Road and Oxney Road;
- Detrimental effect on the character of Conservation Area where open grounds of historic villas are visible from public spaces;
- There was no public consultation for such a conspicuous and sizable development in the conservation area;
- There is no heritage assessment submitted as a part of the application.
- No methodology, verified views of the listed buildings, view comparisons (before and after) or thorough analysis of how the building would effect settings of the listed halls and the character of the area.
- The arboricultural survey and impact assessment is alarming - please see attached extract from the report. The report admits that the building will impinge on the root protection areas of major Class A and Class B trees and one tree will have to be removed.
- The position of the block in the corner will completely block the view of the listed Firwood Hall and its open grounds. The openness of the plots that can be appreciated from the outside / by public is key characteristic of the area and a unique feature specific to Victoria Park. The proposal therefore would be detrimental to the character of the Conservation Area. It will effect a setting of listed buildings.
- The position and the massing of the proposed block should be reconsidered: linear one-story block would be in keeping with the development elsewhere in the campus, with no need for the stair and lift.
- The proposed escape stair is of poor visual quality - industrial and out of character with the area.
- Insufficient time has been given for people to comment on the application.
- The extension of the college is important and necessary and the required facility can be accommodated on site. It must however be positioned more carefully to be acceptable
- I support the need of the college to expand. This however should be done in a much more considered and sympathetic manner.

Other matters raised that are not material planning considerations are that the application was submitted and processed during purdah period so the Councillors / officers could not be involved fully.

Rusholme, Moss Side and Fallowfield Civic Society – The siting of the corner block will completely eliminate the view of the listed Firwood Hall and its open grounds. The openness of the plots that can be appreciated from the outside / by the public is a key characteristic of the area and a feature unique to Victoria Park. The existing teaching block is designed to frame the view of the open grounds and the curved copper corner (stair enclosure): and leads to views into the site which would be blocked by a bulky brick corner of the new teaching block, utilitarian-looking and heavily proportioned. A narrow space created between the existing and the proposed building will result in a blind spot, ideal for bullying during the day and hiding out of hours. The position and the massing of the proposed block should be reconsidered. The proposed escape stair is of poor visual quality – industrial and out of character with the area. The proposal would therefore be detrimental to the character of the Conservation Area. It will effect a setting of listed buildings.

We understand that the reasoning behind this position for the proposed building was to preserve grassed areas. The open grass areas are indeed important there should be a balanced approach considering all aspects and views currently missing from the application. The result therefore is not satisfactory on so many points and position of the block should be considered further before it could be accepted.

The arboricultural survey and impact assessments are of particular concern. The report admits that the building will impinge on the root protection areas of major class A and class B trees, already subject to a tree protection order - and one tree will have to be removed, which cannot be done. On any given project with all the precautions and distances complied with it is always a gamble building close to the existing trees. Trees get damaged and die immediately or soon after. Here however the proposal is in breach of permitted distances on the outset. The proposal therefore is not acceptable, and the building should be re-positioned to avoid damage to the trees.

The submitted Heritage statement is not fit for purpose, it is not robust enough and it doesn't take into account consideration some key views. It lacks a thorough methodology and a hierarchy of views. The proposal should go into more depth in considering and analysing other locations and finding the optimum solution that would retain views, protect the trees and deliver the additional educational spaces. The resulting design might not deliver 8 classrooms, instead it might be only 5 or 6. There isn't however, a rational behind the number of classrooms. The applicant should demonstrate how the existing accommodation is used and how it could be occupied more efficiently. Using existing facilities more extensively is in line with the sustainable approach of the Council and a very strong trend within further education and higher education.

Statutory and non-consultees

Manchester Conservation Areas and Historic Buildings Panel – The Panel made the following comments:

The Panel felt that the proposed building would have been better as an extension to the existing building as it has left an awkward space between them and has also increased the footprint and land take.

The Panel was concerned that the building was being pushed very close to the boundary trees which could be detrimentally affected.

The Panel thought that the design was rather disappointing and felt that it should be an extension or a little gem of a building. They felt that some of detailing looked awkward and the screen enclosure to the staircase looked poor. The Panel would like to see a staircase enclosure that is more integrated into the design or contained within the building.

MCC Flood Risk Management Team - Recommend that a condition be attached that the submitted drainage strategy be implemented as part of the development.

MCC Environmental Health - Recommend conditions relating to construction working hours; noise and external equipment; and land contamination to investigate potential sources or impacts of ground contamination.

MCC Highway Services - It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. The parking layout is being reconfigured to suit the building development whilst the overall number of parking and accessible bay spaces remains the same. Given that it is not proposed to increase staff numbers, nor is it permitted for students to park on campus, this number of bays is considered to be acceptable from a highway perspective.

In relation to servicing, infrequent access is required to the sub-station and the swept path analysis provided satisfactorily demonstrates that the necessary vehicle manoeuvres can be undertaken within the car park. No waste management details have been provided and a Site Waste Management Plan should be conditioned as part of any approval. It would be difficult for a large refuse vehicle to manoeuvre within the confined space of the proposed car park and waste collection may need to take place from elsewhere within the campus.

The proposed pedestrian access and routing to the proposed building is acceptable from a highway perspective.

It is recommended that a condition be attached to any approval for the submission and approval of a construction management plan.

Policies

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, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

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

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

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 15, *Biodiversity and Geological Conservation* – The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site,

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Saved UDP Policies – Policies DC18 and DC19 are considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv. the effect of signs and advertisements;
 - v. any further guidance on specific areas which has been approved by the Council.
- b. The Council will not normally grant outline planning permission for development within Conservation Areas.

- c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Listed Buildings – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

The National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or

- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 192 in Section 16 (Conserving and enhancing the historic environment) states that in determining planning applications, local planning authorities should take account of:

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

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

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

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

- a. the nature of the heritage asset prevents all reasonable uses of the site; and b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 200 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those

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

Paragraph 201 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

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.

Guide to Development in Manchester Supplementary Planning Guidance

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Legislative Requirements

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

The principle of the provision of additional educational facilities within an existing education establishment is generally acceptable. There are other examples of additional facilities having been constructed within the campus, Victoria Park Conservation Area and in close proximity to listed buildings. The Xaverian College has been providing education to students on this site for a considerable period of time and pre-dates the establishment of the Sixth form College in 1977, historical ordnance survey maps from 1935 show the site in use as a College.

Notwithstanding the above further consideration of the proposals impact on the character of the Victoria Park Conservation Area and nearby listed buildings, current levels of residential and visual amenity within the vicinity of the site, the level of pedestrian and highway safety experienced on the surrounding highway network, together with impacts on existing trees on the site.

Comments received in response to the notification process have criticised the supporting information and in particular the Heritage Assessment prepared on behalf of the applicant. The submitted Heritage Assessment has been prepared by Heritage specialists and is considered to be proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets to allow an informed decision to be made on the submitted application proposals.

Impact on the Victoria Park Conservation Area

The application site lies within Victoria Park Conservation Area which was designated in 1972. Victoria Park was conceived in the first half of the 19th Century and has been subject to modern additions since it was first designated. The houses in Victoria Park are large and are set in spacious grounds. Several of the roads are laid out in gently undulating curves, whilst others are straight and relatively short. They are nearly all wide, and some of them have grass verges. Not all the large old houses in Victoria Park have survived, a relatively small proportion of houses from the 1830s and 1840s still exist, and where they were demolished there now stand either groups of smaller houses or large, institutional buildings, such as schools, colleges, churches, university halls of residence and blocks of flats. Despite these changes in many cases the large spaces between buildings have been maintained

and a significant number of trees retained. Architecturally, the conservation area is home to a variety of building styles ranging from Victoria villas to 20th century dwellings, educational buildings and offices that are typically between 2 to 4 storeys in height.

The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Buildings, in this case Firwood and Marylands is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The applicant has provided a heritage statement and a detailed design and access statement as part of their application which specifically examines the impact and contribution the proposal would have on the Victoria Park Conservation Area along with important views within the area and the setting of Maryland and Firwood listed buildings.

Xaverian College shares its western boundary with that of the conservation area. The more recent Mayfield building to the immediate south of the application proposals has enabled the reinforcement of the open space as a focal point of the College campus whilst also providing a buffer from the industrial and commercial uses that lie immediately beyond the western boundary of the College and conservation area. The retention of the open space has enabled the settings of both Maryland and Firwood to retain an important characteristic of the conservation area that being large spaces between buildings.

The proposed two storey building would remove this view which has being raised as an important view both of the listed Firwood building beyond and in terms of the character of the Conservation Area by objectors.



Image looking east along Dagenham Road/Regent Place. Boundary trees are along the boundary wall in the centre of the image, access gates are to the right. The corner of the existing Mayfield building is visible on the left with the copper finish, the rear of Firwood (edged red) is in the distance beyond the open space

Impact of proposals on views from Dagenham Road - Views in to the campus from Dagenham Road/Oxney road junction are restricted to those through the entrance gates to the Campus and between the three storey Mayfield building. The limited views afforded from this point are of the open space and the rear of the listed Firwood building and its later additions beyond. The submitted Heritage assessment does address this impact explicitly and acknowledges that views across the open space towards the listed Firwood building would be diminished. However, these views are limited to the rear of Firwood where later extensions and additions to the building are present. The primary views of the earliest phases of the development of Firwood, are from Lower Park Road where the original Villa took, and continues to take its access from. Firwood is directly related to Lower Park Road it is where the front of the building faces towards, the building was originally sited to front this road. These primary views of the listed building would not be impacted by the application proposals. The view from the junction of Dagenham Road/Oxney road junction is not considered to provide expansive or extensive views that enable the appreciation of the character of the Conservation Area or of important designated heritage assets within it. Whilst views towards the listed Firwood building from the junction of Dagenham Road and Oxney Road would be diminished by the proposed building it is considered that the loss of this view would result in less than substantial harm on Victoria Park Conservation Area.



CGI of the proposed building as viewed from Dagenham Road

Mature trees are identified as an important character of the conservation area, they are predominantly found within property boundaries rather than within the street or grass verges within Victoria Park. The application is supported by an arboricultural assessment which identifies that one category C tree would need to be removed to facilitate the development, this tree is not a mature boundary tree which are all indicated within the application documents and drawings as being retained as part of the development albeit subject to works that would impinge on their root protection areas (see below further discussion regarding impacts on trees).

The proposed two storey building has been sited to retain the sense of open space around and between the listed buildings on the campus whilst also continuing the framing of this space with the newer Mayfield building to the south. The scale and height of the building is two storeys in height, lower than the adjacent Mayfield building and other buildings on the campus but respectful of the scale of nearer residential properties located on Dagenham and Oxney Road.



Comparison drawing – The existing Mayfield building is to the left, the proposed building is to the right

The design and form of the proposed building is a simple one but this reflects the form of developments both on the college campus but also on adjacent sites in educational use particular those additions in the mid to late 20th century. This scale and form of the building together with the existence of high boundary walls and

significant mature boundary trees would result in a building that would not be a prominent addition to the conservation area.

It is considered that the proposed building would give rise to less than substantial harm to the Victoria Park Conservation Area, this level of harm is outweighed by the public benefit derived from the proposal which as set out within this report would provide required additional educational facilities to an existing establishment.

Impact on the Grade II Listed buildings Maryland and Firwood

The submitted Heritage Assessment sets out an assessment of the impact on the settings of both Maryland and Firwood grade II listed buildings. The conclusion of this assessment is that the proposals would have a neutral impact on the setting of these buildings.

Firwood – Firwood is a fine example of an ornate Victoria Park villa dating from the later period of villa development in Victoria Park, subsequently extended on several occasions to accommodate educational use. The extensions to the south in 1922 also contribute externally to this interest. The building was originally constructed as a grand residential villa and whilst being part of the later phase of villa building in the area the Heritage statement identifies it as good example of a high-status residence in Manchester from the second half of the nineteenth century which gives it a high historical value. It is a thought to be the only surviving Alfred Waterhouse villa in the City. The extensions to Firwood have removed and built over the majority of the former garden area of the original villa which have impacted on the setting of the original villa, the exception being to Lower Park Road where a former garden area has been retained. The application site is not prominent from the former villa as later extensions and the Colleges open space sit between the two and together with the distances between them (approximately 100 metres) provide a physical and visual separation.



View from Lower Park Road westwards towards application site (approximate location of building is edged red adjacent the just visible Maryland building to the left)

Given the above it is not considered that the proposed building would have an impact on the setting of the grade II listed Firwood building.

Maryland - A very good example of an ornate Victoria Park villa dating from the later period of villa development in Victoria Park. The building was originally constructed as a grand residential villa for a high status resident and the merchant's villa and both the external and some internal ornamentation reflect this. The building has a variety of ornamentation including brick banding, stylised Lombard friezes, decorated heads; columnar stone mullions, carved heads, tall ridge chimneys and interior features as such it has a high aesthetic value.

Marylands was built as a villa and retains areas to the north, south, east and west which were part of the former residential curtilage of the villa. Whilst the southern part of the villa garden has been incorporated into the campus, the application site lies outside the former garden area of the villa. Despite being a building of substantial scale, views of Marylands from Regent Place, Lower Park Road and Dagenham Road outside the site are often limited by tall boundary walls and/or tree planting. The view of the southern elevation of the building across the college green is more prominent. Aside from the garden setting and tall walls, the a key contribution to the setting of Marylands is the former coach house which forms the built western side of a hard surfaced courtyard accessed from Regent Place, this coach house has been refurbished as a refectory, the conversion did not involve significant change to the courtyard elevation or the setting of Marylands. The rear of the coach house has been extended with a contemporary extension which faces west across the college green toward the application site. This contemporary extension, known as the Pavilion, has a part flat and part mono-pitched roof forms.

Given the distance between the application site and proposed building (84 metres) and the intervening built form is not considered that the proposal would have an impact on the setting of the grade II listed

Residential Amenity

The closest residential properties are those lying to the north west of the application site on Oxney Road and Deyne Avenue and are separated from the wider College campus by Dagenham Road and the boundary walls and gates surrounding it. The proposed building has windows on its western and northern elevations, those facing northwards towards Dagenham Road are smaller windows to classrooms with the main larger windows being on the western and eastern side facing towards commercial and industrial properties to the west of the campus and the College open space and Maryland building to the west.

The residential property on the end of Oxney Road would have limited views across towards the application proposals, these views would be across both Oxney Road and Dagenham Road and be restricted by both the boundary wall of the campus and the boundary trees that lie behind it. There is one first floor gable window to this property however, again given the distances between the proposed building and the property it is not considered that the proposal would give rise to unacceptable impacts in terms of loss of privacy or overshadowing.

The main entrance to the proposed building would be to the southern side of the building away from residential properties with only an emergency fire staircase located on the northern boundary. Given this arrangement it is not considered that activity and noise associated with the comings and goings of students or the use of the classrooms would give rise to additional noise or disturbance to nearby residential properties.

Impacts on trees

The application proposals are accompanied by a Preliminary Ecological Survey and Tree survey undertaken in accordance with British Standard 5837 2012: Trees in Relation to Design, Demolition and Construction which also includes an arboricultural method statement.

As set out elsewhere in this report mature trees, particularly those on the sites boundary form an important character of the Victoria Park conservation area. There are 51 individual trees within the application site, 14% of these are classed as Category A trees (those of high quality and value) and a further 41% are category B trees (those of moderate quality and value).

As a result of the proposal a category C tree (those of low quality and value) would need to be removed to facilitate the new building. The applicant is proposing to plant a heavy standard replacement tree on the site as compensation for this loss. In addition as part of the tree survey of the site a further tree classed as a category U tree (one in a condition that should be removed for reasons of sound arboricultural management) would be removed during tree works on the site.

The tree report assesses impacts of the proposed development on trees within and adjacent the application proposals. This identifies that three category A trees and two category B trees would have root protection areas affected by the proposals. The impact assessment indicates that the proposed works would not have a significant effect on tree health, with incursions below the 20% maximum root protection area incursion allowance that is set within the relevant British Standard BS5837 2012. In addition where the proposals encroach within the root protection area special construction methods are proposed to limit the impact on tree roots. Canopy pruning is proposed to one tree that may come into contact with the proposed new building.

The submitted information has been undertaken in accordance with relevant British Standards and indicates the impacts of the proposals on existing on site trees and that the development can retain category A and B trees. The tree survey and assessment makes a series of recommendations and it is considered necessary given the above and to ensure that works progress as set out in the report that suitably worded conditions are attached to any approval to ensure: tree protection measures are in place during construction works; that works within root protection areas are undertaken in accordance with submitted arboricultural statement; and that works are progressed under the supervision of an arboricultural advisor.

Highway Impacts

The applicant has confirmed that the proposals would not give rise to additional requirements for car parking by staff and students as they are not provided with on-site car parking provision. The application is supported by a technical Highway note that has been assessed by the City Council's Highway Services who raise no concerns in terms of pedestrian and highway safety.

The College have confirmed that in terms of on-site cycle parking there is currently space within the cycle store located at the Mayfield building immediately to the south. In addition to this provision extra cycle store capacity has been provided across its campus. The College indicate that students and staff utilise cycle storage at the point of their arrival at the College and not necessarily at the building they may have only one out of five lessons in.

The College has confirmed that Waste collection provision would be unchanged on the Campus as a result of the proposal and there would be no requirement for waste vehicles to access this part of the campus from Dagenham Road.

The re-provision of car parking and provision of accessible spaces accessed via Dagenham Road is considered to be acceptable, in addition it is confirmed that this area is not used by large delivery vehicles, refuse vehicles or other servicing requirements other than a smaller van required to access the on-site substation.

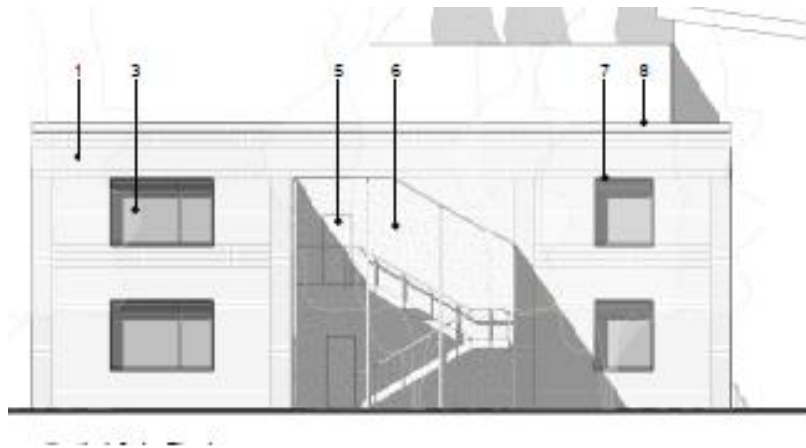
Design

The proposed building has been designed to have the appearance of a contemporary building whilst utilising materials within its construction that are found within and around the College campus.

The main material is red brick, which is elevated through brick bond patterns to add texture to the elevational treatment of the building. Contrasting feature material will highlight the main entrance and corner of the building with recessed window reveals and recessed wall elements to be framed in grey aluminium. An external fire escape stair is proposed on the northern elevation and this is to have a perforated metal screen to surround the escape stair. Concerns have been raised with regards to the design of this element of the building in particular. It is acknowledged that the external emergency staircase would be a visible element of the building from the conservation area. However, the staircase would not extend across the full width of the northern elevation of the building and the applicant is proposing a perforated metal screen solution to assist in reducing the visual impact of this external structure to the building. In addition the, brick boundary wall and boundary trees would form an additional screening element when viewing this elevation of the building from Regent Place.



Boundary wall and trees looking south towards the northern gable end of the Mayfield building



Northern elevation of the proposed building showing the centrally located external staircase

Given the location of the building within a conservation area and the matters raised above it is considered necessary that the final details of materials to be used on the building and screen to the emergency staircase should be agreed by way of appropriately worded condition.

The design approach balances the use of materials sympathetic to the conservation area with the need to provide usable educational space to support the future requirements of the College to accommodate increases in its enrolment numbers. The building would sit immediately adjacent the newest building (Mayfield) on the campus which is also of a modern contemporary design utilising metal cladding that screens and emphasises emergency staircases. Together with the lower height of the proposed building it is considered that the design would assimilate successfully onto the campus and the wider conservation area.

Accessibility

The building has been designed to be accessible throughout with the incorporation of an internal lift to provide access to the second floor. The building incorporates

accessible toilet facilities and there is the provision of accessible car parking spaces external to the building.

Conclusion

The application proposals would result in the provision of additional teaching space for an existing college on an established college campus. The applicant has indicated that there is a requirement for additional space to meet the predicted increase in student numbers. The principle of education facilities within an established college campus is considered to be acceptable.

The application is supported by a proportionate Heritage Assessment which identifies and assesses the impacts on the designated heritage assets within the campus together with the Victoria Park Conservation Area.

In this case it is considered that with the siting, design and height of the proposed building the impact upon the character of the Victoria Park Conservation Area and the setting of both Maryland and Firwood listed buildings can be preserved and that as a result the harm arising from the proposal on Victoria Park Conservation Area can be categorised as less than substantial as set out within the National Planning Policy Framework (NPPF). As set out in this report whilst there are identified impacts on certain views into the campus these impacts are considered to be less than substantial and the public benefit derived from the proposed through the provision of additional educational facilities is considered to outweigh any harm caused. The proposals are therefore considered to accord with section 16 of the NPPF in particular paragraphs 192, 193,194,195 and 196 of that document and policy EN3 of the Core Strategy.

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

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

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems arising in relation to dealing with the application has been communicated to the applicant.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received on
5154-PAL-XX-XX-DR-A-1110 Rev P2 (Proposed site plan)
5154-PAL-XX-XX-DR-A-1350 Rev P1 (Proposed elevations)
Design and Access Statement Rev P1

Planning and Heritage Statement prepared by Paul Butler Associates
Preliminary Ecological Appraisal Rev A dated March 2019 XCII-PEA-001; and Site Report, Appraisal & Plans "*BS5837 2012: Trees in Relation to Design, Demolition and Construction*" dated March 2019 XCII-BS-001 Rev A both prepared by Christians Environmental
Drainage Strategy Report Rev 1 dated March 2019, XAV-SHD-00-ZZ- RP-C-0001, prepared by Scott Hughes,

All received by the City Council as local planning authority on the 8th April 2019.

5154-PAL-XX-XX-DR-A-1200 Rev P2 (Proposed GA plans)
Received by the City Council as local planning authority on the 17th June 2019

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

3) 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.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site

Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

4) Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic; o Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete; o Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

5) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds'

nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Evidence of the installation of fencing shall be supplied in writing to the City Council as local planning authority prior to any works commencing on site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies SP1 and DM1 of the Core Strategy

7) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations 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.

8) The development hereby approved shall not be occupied unless and until the surface water drainage has been implemented in accordance with the Drainage Strategy Report, XAV-SHD-00-ZZ- RP-C-0001, Scott Hughes, May 2019. The scheme shall thereafter be managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

9) Any 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.

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. The approved scheme shall be completed before the premises is occupied.

Upon completion 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 the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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 policy DM1 of the Core Strategy and saved policy DC26.

10) 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.

Upon completion 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 has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved policy DC26.

11) The scheme for the planting of replacement tree on the site shall be carried out in accordance with the details and timescales set out within the approved Site Report, Appraisal & Plans “BS5837 2012: Trees in Relation to Design, Demolition and Construction” prepared by Christians Environmental dated March 2019 ref XCII-BS-001 Rev A. Evidence that the replacement scheme has been implemented shall be submitted to and approved by the City Council within one month of the planting of the tree.

Reason – To ensure the implementation of a suitable tree replacement scheme as set out within the approved drawings and documents pursuant to policy EN

12) The car parking as set out on the approved drawings shall be surfaced and demarcated prior to the first use of the building hereby approved and shall be retained thereafter.

Reason – To ensure that there is adequate provision for the parking of vehicles on the site pursuant to policy DM1 and T2 of the adopted 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: 123274/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

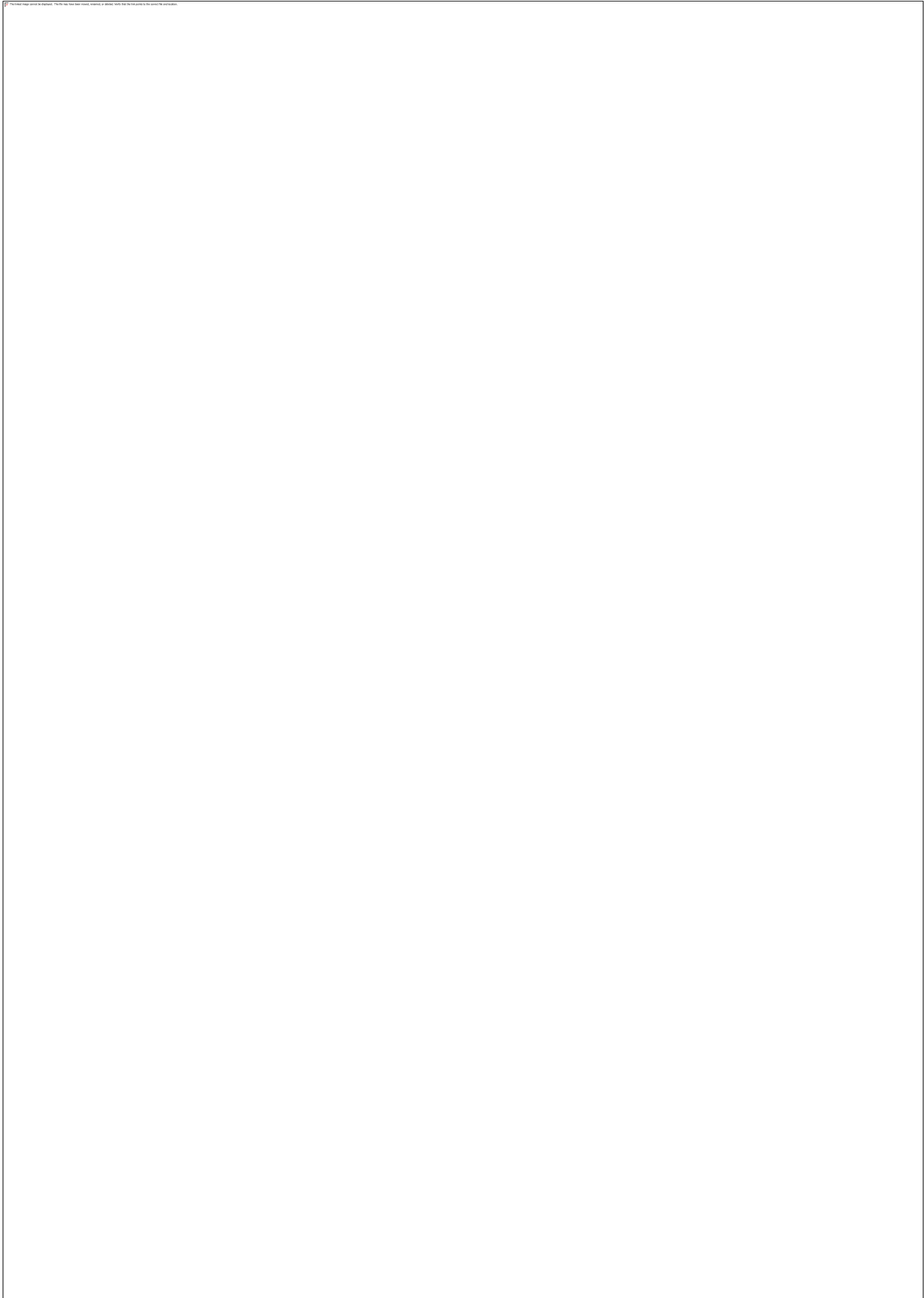
**Highway Services
Greater Manchester Police
Rusholme & Fallowfield Civic Society
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management**



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

Representations were received from the following third parties:

**Highway Services
Rusholme & Fallowfield Civic Society
Environmental Health
MCC Flood Risk Management**

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



 Application site boundary  Neighbour notification

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